AUTO EXPRESS

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NEW YEAR MOTORING WISH LIST WHAT WE WANT TO SEE

NEW POLO FIRST VERDICT

Why VW's baby could be its best car in decades

EXCLUSIVE IMAGE

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LD75 NUC
HS25 NYU

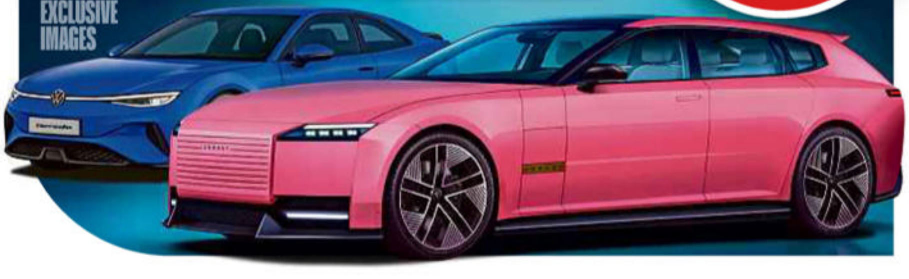
2026's BEST FAMILY CAR?

TESTED Kia EV4 takes the fight to Renault's Megane

THE CARS WE WISH THEY WOULD BUILD

Jag estate and reborn Corrado lead our picks

EXCLUSIVE IMAGES



PLUS THE 10 MOST UNDERRATED CARS ON SALE

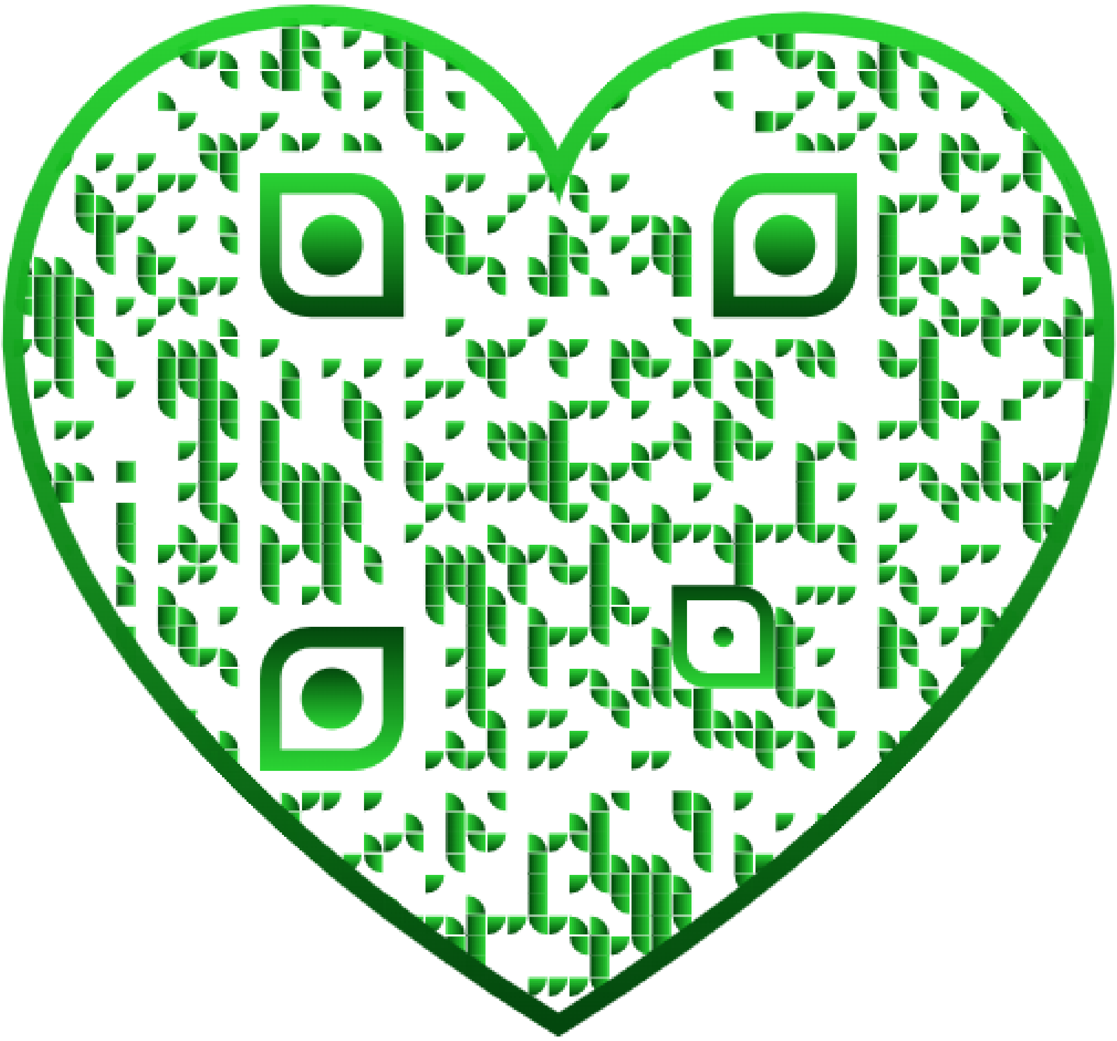
NEW CARS DRIVEN THIS WEEK

FERRARI AMALFI

HOT SKODA FABIA

TOYOTA'S MINI EV

HYBRID C5 AIRCROSS



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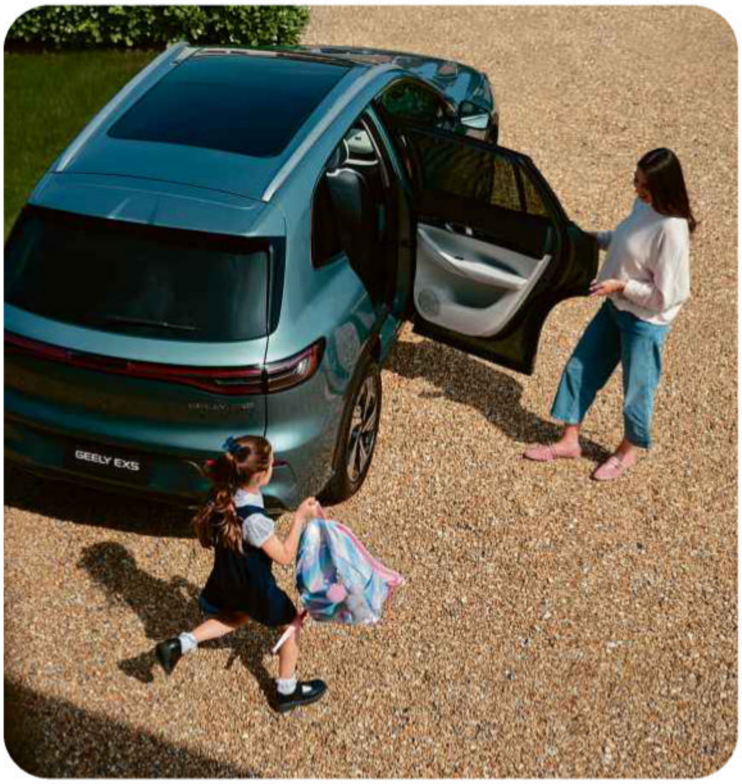

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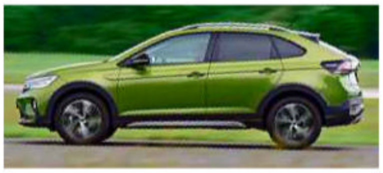

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Subscription prices
UK: £145.00 **Europe:** £240.00 **ROW:** £260.00

Content syndication sales
Our content is available for syndication.
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Auto Express is published weekly by Carwow Studio Limited. Registered in England and Wales no. 13018565. Registered address: 2nd Floor, Verde Building, 10 Bressenden Place, London, SW1E 5DH. VAT number GB 364 5579 62. Carwow Studio Limited is part of the Carwow Group, owned by Carwow Ltd.

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Printed by Walstead Roche, Victoria Business Park,
Roche, Victoria, Saint Austell PL26 8LX
Distribution: Marketforce (UK) Ltd, 121-141 Westbourne Terrace, London W2 6QA. Tel: 0330 390 6464, hello@marketforce.co.uk

AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

WELL, that was another quiet year in the motor industry. From the Chinese brand invasion to contradictory electric car grants and road charges in the UK, massive new car launches and even bigger scoops, we've covered a lot of ground. The motor show made an interesting resurgence with a host of exciting star cars adorning the halls of Munich in September, while Ford jumping into bed with Renault for an R5-based new Fiesta wasn't on anyone's list of predictions a year ago.

But how healthy is the automotive industry as a whole? Looking back to our 2025 wish list we made an impassioned plea for 'legacy' brands to get creative, because it felt like they were sleepwalking into a scenario where the Chinese incomers were able to upset the status quo. These new entrants showed how quickly things can change, both in terms of consumer choice and speed of development. More and more, 'traditional' makers are leaning into the emotive legacy they have earned over decades to show why they're still relevant and more appealing than tech-laden and very well priced newcomers.

> **"OVERALL, THE LANDSCAPE IS EVEN LESS PREDICTABLE THAN IT WAS A YEAR AGO. THE EU ROLLING BACK ON ITS PETROL CAR BAN GRABBED A LOT OF ATTENTION BEFORE CHRISTMAS"**

Overall, the landscape is even less predictable than it was a year ago. The European Union rolling back on its petrol car ban grabbed a lot of attention before Christmas, but 90 per cent of new cars still have to be electric by 2035, so it's not really the huge concession it first appeared. And the EU's plans also held the tantalising nugget of a new class of simpler, smaller, cheaper EVs that could transform urban mobility. That was something no one saw coming.

All this increases the pressure on the UK to think again about its timescales, and whether the current plan of no new petrol cars from 2030 – with a hybrid stay of execution until 2035 – is set in stone or will be revised. Especially now the Conservatives have said they will scrap the ZEV mandate completely if they win the next election. In an industry that thrives on certainty to make long-term and very expensive development decisions, it's not exactly ideal.

Whatever happens, we wish you a happy new year, safe in the knowledge that in the automotive world, Auto Express will be there revealing it, reporting on it, reviewing it and interpreting it, as well as fighting on behalf of drivers everywhere.

PAUL BARKER

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EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

AUTO EXPRESS

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First sight of city car testing

Jordan Katsianis

Jordan.Katasianis@autoexpress.co.uk

IT'S quite a bizarre experience in this job to walk into a room of engineers, designers and prototype cars and there not be an ounce of arrogance on show. But standing among the creators of Volkswagen's all-new ID. Polo, what we sense instead is cautious optimism.

Volkswagen knows it under-delivered with its first EVs. Initial models such as the ID.3 and ID.4 fell short of the quality, driving dynamics and reliability expected from a brand like VW, and that's before we take into account its half-baked approach to tech and ergonomics.

This is all about to change, though. Next year's ID. Polo is the first car in a new era for VW, says the company, driven by a new CEO and a realistic view of who its customers are and how they interact with their cars. There will be no more chances, so how does the new EV stack up?

Straight away, the new ID. Polo displays a sense of confidence that the ID.3 could never manage. With a wide stance and 19-inch wheels, it's blessed with a shape that is undeniably VW. We've still got a few months to wait to before we see the ID. Polo in its final form, but through the chaotic camouflage, elements such as smooth surfaces and clever lighting are clear. This is a Polo, but seen through a futuristic lens.

Of course, we do already have a very good idea of what the car will look like, thanks to 2023's ID. 2all concept, which was direct inspiration for the ID. Polo. And given this class's mandate for affordability and practicality, what's impressive is how similar the finished version is to the show car. It's easy to make a supercar look like a concept, but it's a very different ball game with a supermini.

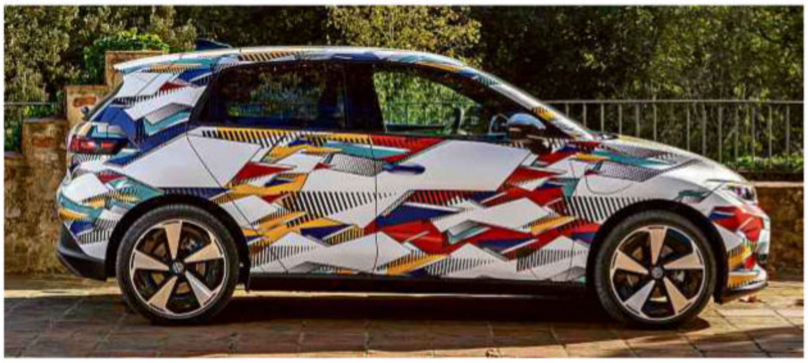
Today isn't about deciding whether the ID. Polo looks good or not, but to get a sense of whether VW has learnt its lessons when we're at the wheel. And first impressions are good.

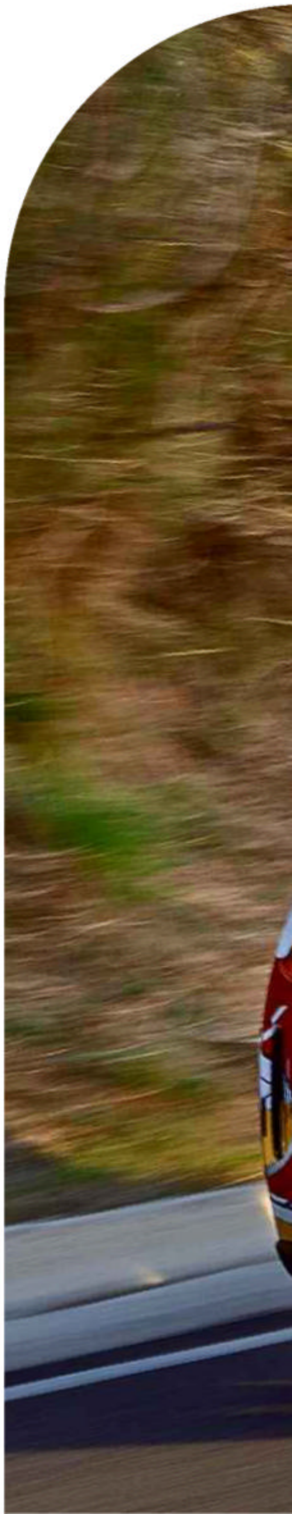
Outward visibility is decent and there's plenty of adjustment in the seat and steering wheel to keep you from feeling perched on top of the car, rather than sitting inside it. The interior architecture also feels very different to most previous ID. products. Those cars had an open space lined in hard plastics, but even the design-obscuring dashmat in our Polo can't hide the wide centre console housing cup-holders, a small volume knob and a space for a pair of smartphones.

Peering beneath the exposed sections of dash, the plastics and materials seem miles ahead, not only of the ID.3, but also the combustion-engined Polo currently on sale. Just as the concept previewed, fabrics and clever recycled materials should give the cabins a much warmer feel, and highlight a sense of quality that's synonymous with brands like VW.

The basic user interface remained covered for our photos, but in order to stay safe while driving, we lifted the lid to find a digital UI that looks like familiar VW fare, yet is cleaner and easier to navigate. Turning off some of the mandatory safety systems, such as lane-keep assist and speed-sign recognition, is an easy process

STYLING
Despite camouflage on our test car, it's clear that the ID. Polo will look very similar to the ID. 2all concept car that was first shown in 2023, with smooth surfacing and clever lighting

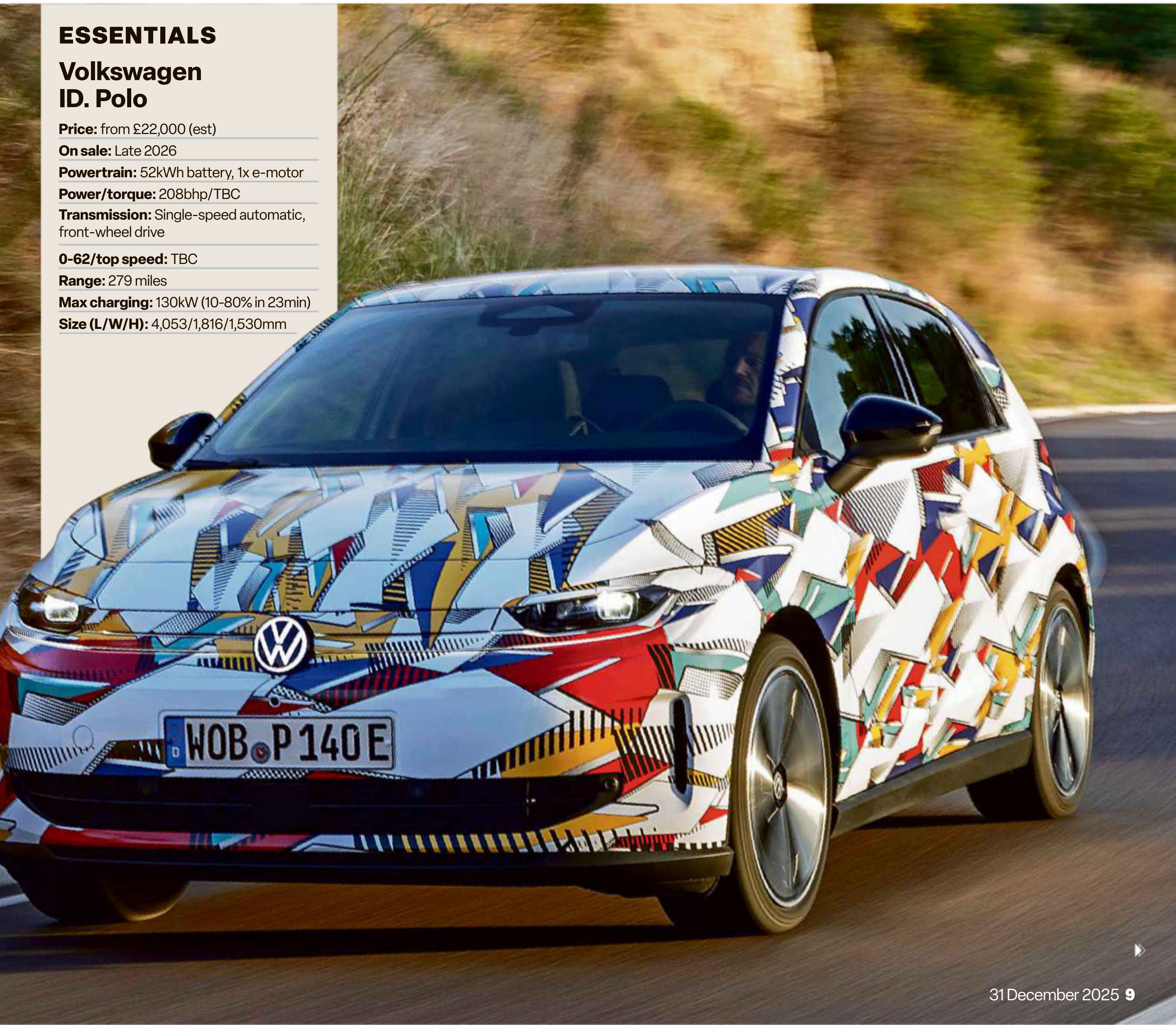




> **"THE ID. POLO IS THE FIRST CAR IN A NEW ERA FOR VOLKSWAGEN, SAYS THE FIRM"**

DRIVEN NEW VW ID. POLO

Volkswagen itself will admit that its first EVs were a little wide of the mark, but an early drive of its new electric supermini will show if the firm has learned from its mistakes



ESSENTIALS

Volkswagen ID. Polo

Price: from £22,000 (est)
On sale: Late 2026
Powertrain: 52kWh battery, 1x e-motor
Power/torque: 208bhp/TBC
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: TBC
Range: 279 miles
Max charging: 130kW (10-80% in 23min)
Size (L/W/H): 4,053/1,816/1,530mm

on-screen. There's no physical control to do this, but peeking out from the camouflage is a row of buttons for the climate control – there are no sliders to be seen.

The infuriating single-row window switches are relegated to history too – there are now four controls, plus the same clever lever-like door handle that you'll find on the new T-Roc. The oblong-shaped steering wheel, although a little big, is the right thickness, and the slick-looking button pads on both sides are easy to navigate and now more clearly relate to the driver's information screen.

The right control panel operates the elements on the right side of the screen, and the left one handles the opposite side. There's no assumed knowledge from customers here, only proof that when it comes to interior usability, Volkswagen has listened.

Engage drive with the same gear-selector stalk as you'll find on other VW models, and the ID. Polo moves away silently, and instantly shows off a very impressive low-speed ride. This is made more amazing given that the largest-available 19-inch wheels are fitted to these prototypes.

In a previous presentation, we were given technical details of the ID. Polo and, as we suspected, they're similar to the new Cupra Raval's, which shares the VW's MEB+ chassis. This switches around the previous MEB layout by mounting the electric motor ahead of the front axle, rather than on the rear.

As well as reducing cost and complexity, it also allows a simpler torsion-bar rear suspension system to be fitted, which unlocks a colossal 437-litre boot – a big chunk of which sits underneath a false floor.

Two battery options are available – a base 37kWh LFP (Lithium Iron Phosphate) and higher-spec 52kWh NMC (Nickel Manganese Cobalt) – the latter claimed to offer up to 279 miles on a charge, with top-up speeds of up to 130kW, taking the pack from 10-80 per cent in 23 minutes.

There will be four power options, all from the same electric motor that's capable of up to 207bhp. A 227bhp GTI is coming in the future, adding a limited-slip differential and a unique suspension set-up, but for the 'standard' models, only one passive system will be available.

This is another aspect that makes the excellent ride so surprising. We were given more detail of how this was achieved, with the rear axle's geometry developed to give the back end more stability. But the net result of this is a car that drives in a much more settled fashion than would be expected of any supermini, whether it's electrically driven or not.

Coming to a stop, the next truly impressive element is the brakes, which have been totally redeveloped to give the car a consistent and easy-to-modulate feel. It's impossible to sense the switch between friction and regenerative braking, and this new car doesn't outdo just the former ID. models, but all of VW's ICE-powered cars, too.

Power from our 207bhp test model is more than enough for this type of car, backed up by 290Nm of torque that makes it feel effortless, even at motorway speeds. These are Polo GTI-like numbers, but we must remember that at just under 1,500kg, the ID. Polo is a fair bit heavier than its petrol-powered hot hatch sibling.

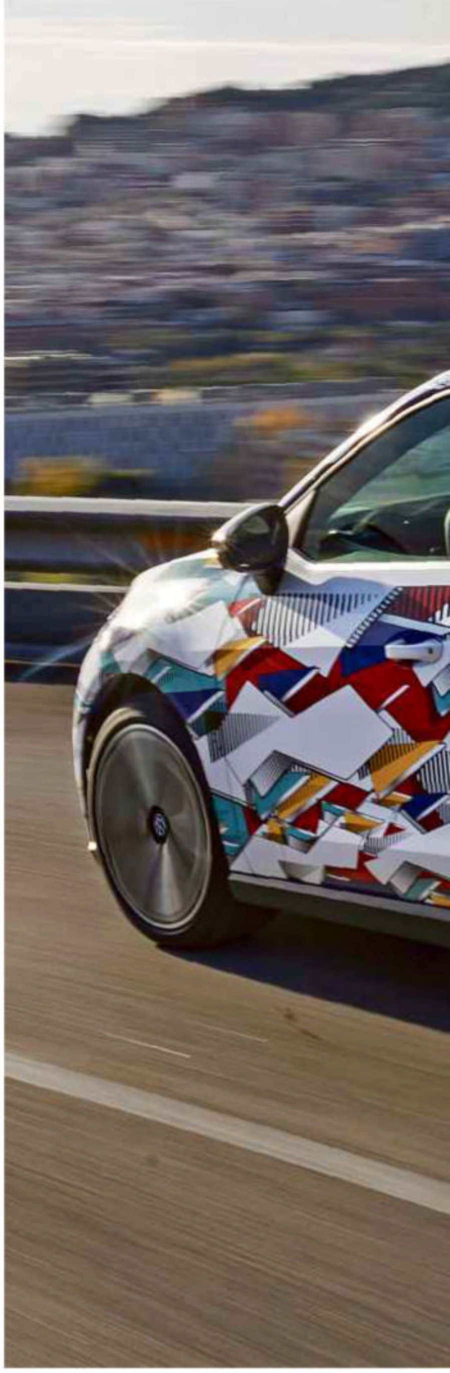
> **"VOLKSWAGEN'S NEW ID. POLO IS POLISHED, NUANCED AND FEELS EXPERTLY CALIBRATED – ALL THE THINGS THE ID.3 WASN'T WHEN IT WAS LAUNCHED"**

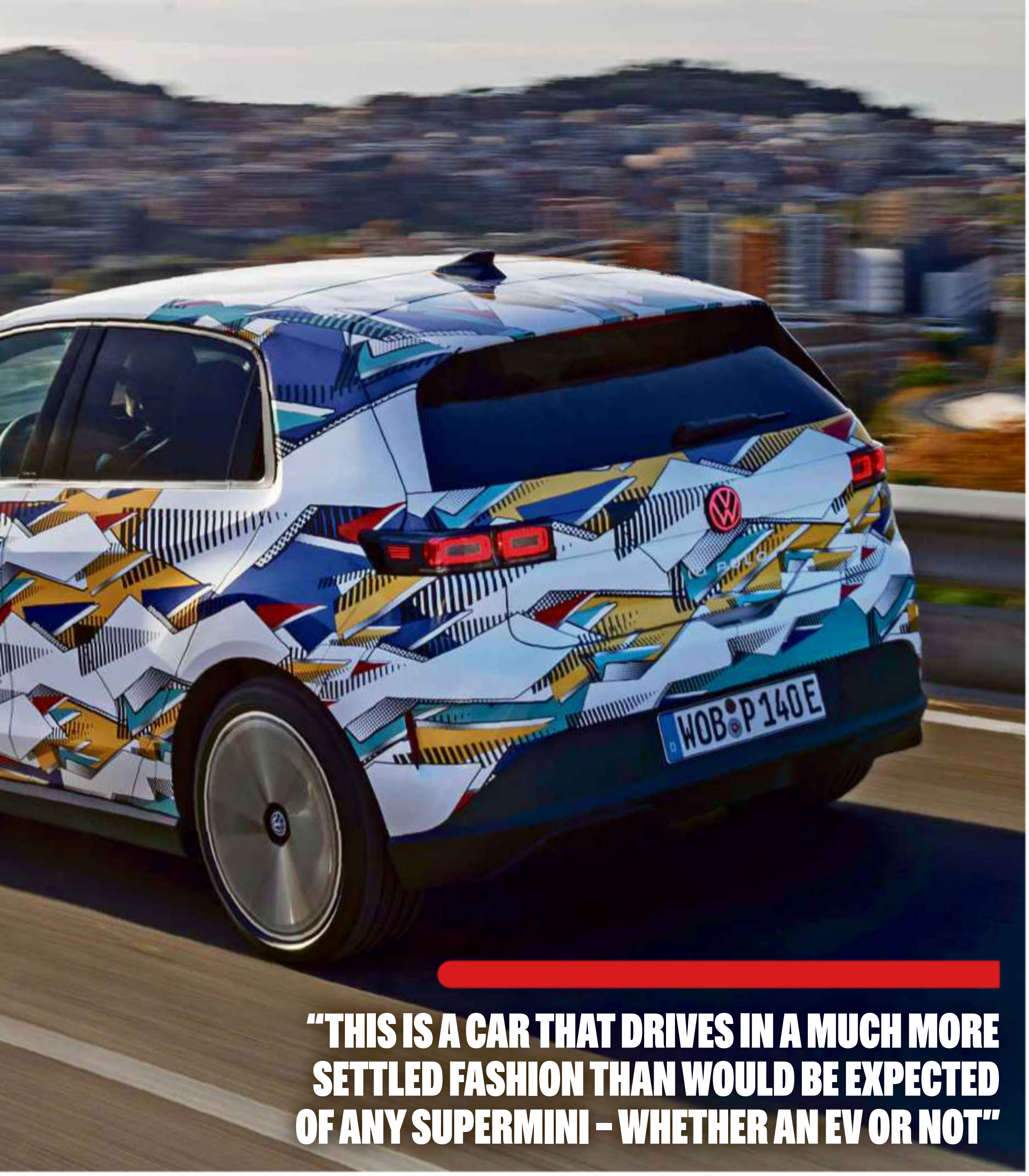
The steering is very well judged, with excellent weighting and just enough speed in the rack to feel agile, without becoming hyperactive. Unlike former MEB-platform products, there is no sense that you're sitting on top of the car, which makes it both more engaging around corners and more comfortable for passengers.

A heavy dose of throttle on a tight right-hand corner produces a small amount of wheelspin on a loose surface, but the traction control very subtly nips power from the inside wheel and we just take off. It's polished, nuanced and feels expertly calibrated – all the things the ID.3 wasn't when it was launched.

Which leaves us with our lasting impression. This is a car that doesn't need to prove anything other than VW's iron-clad competency. It's not here to alter mindsets or provoke change. It's here to be a daily driver for customers who want a high-quality, well engineered and now well connected car.

In this regard, Volkswagen is clearly on the right track. Now we just need to see the production car, and find out precisely how much it's going to cost here in the UK.





"THIS IS A CAR THAT DRIVES IN A MUCH MORE SETTLED FASHION THAN WOULD BE EXPECTED OF ANY SUPERMINI – WHETHER AN EV OR NOT"

INTERIOR
Almost all of the cabin was covered for our pictures, but what we saw suggested an improvement over earlier IDs

AEX VERDICT

THIS early taste is a sign that Volkswagen could be back to its best. The new ID. Polo – even as a pre-production prototype – feels like a very high-quality item: solid, well connected, comfortable and even quite engaging to drive. The ability to build all of this into a well priced package is something we all hoped for; the surprising bit is how much of VW's innate 'character' has come through.

TOP STORY

Current car's styling to be updated

ICE Polo will live on with new tech and hybrid power

THE brand-new electric ID. Polo might just be around the corner, but customers not ready to make the switch to an EV won't be left behind. Volkswagen is planning to update the existing combustion-powered Polo, bringing new digital interfaces and more efficient hybrid powertrains.

The Polo, plus the SEAT Ibiza, Skoda Fabia and their crossover siblings, are built on VW's MQB-A0 architecture. However, although the MQB platform has already been updated to an 'Evo' generation, only now are the Polo's A0 underpinnings getting a major upgrade. This should see the combustion-powered Polo able to adopt VW's new interfaces, plus upgraded driver-assistance systems and over-the-air updates.

The changes will also bring benefits under the bonnet, because VW is working on new hybrid powertrains for the Polo. These will include the mild-hybrid systems seen on the current Golf and T-Roc, and a new-generation full-hybrid unit that will be available from 2026.

All of these changes will also be made in line with the brand's new design philosophies of 'solid, likeable and secret sauce'. So expect a doubling-down on higher-quality materials inside and simpler, but more resolved exterior styling to keep the combustion model looking and feeling fresh alongside next year's electric version.

"NEW POWERTRAINS WILL INCLUDE THE MILD-HYBRID SYSTEM SEEN ON THE GOLF AND T-ROC"

4WD pair lead Mitsubis

Jordan Katsianis

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SUV and pick-up in showrooms by summer 2026 as brand returns to UK

MITSUBISHI has revealed that the Outlander PHEV and L200 pick-up will spearhead its UK return.

These two models will be available from the summer of 2026 in limited numbers, before the introduction of other models from the brand in the following months.

UK specs and prices are still to be confirmed, but the L200 will initially be offered in a high-spec dual-cab format, rivalling the likes of the Ford Ranger, Volkswagen Amarok and Toyota Hilux.

The mid-size Outlander PHEV SUV will return in the same high-spec, plug-in hybrid form that its direct predecessor helped to popularise back in 2012. This will come with up to seven seats, and produce 306bhp from its all-wheel-drive powertrain.

Mitsubishi's British comeback is the work of one of the country's largest vehicle importers and distributors, International Motors Ltd, which is also responsible for the UK presence of Subaru and Great Wall Motors.

Mitsubishi is famed for iconic performance models such as the Lancer Evolution, and its departure from the UK five years ago came as a shock given the relative success of the original Outlander PHEV.

The present-day Mitsubishi Motors is part of an alliance with Nissan and Renault, and much of its model range draws directly from both its partners. This includes cars such as the Clio-based Colt supermini and Captur-based ASX, which are popular in other European markets, as well as more globalised products such as the Outlander, which shares its bones with the Nissan X-Trail.

There are also lots of other models in the pipeline, including a rebadged version of the Renault Scenic EV called the Eclipse Cross, and a smaller EV based on the new Nissan Leaf.

Mitsubishi's core expertise is based around more rugged models, though, including off-roaders such as the Shogun Sport, plus the L200.

Having previously had a new-car sales network in the UK, Mitsubishi already has more than 100 sites to take care of aftersales work across England, Wales, Scotland and Northern Ireland. These will be joined by a number of dedicated dealers currently being appointed for new-car sales starting in the summer of 2026.

Sharon Townsend, Head of Mitsubishi Motors in the UK, said: "We're delighted to be introducing exciting new Mitsubishi vehicles to our loyal UK customers. Over the past few years, we've continued to see enthusiasm for the brand, which has influenced this decision. By building on our trusted aftersales network and dedicated retailer partners, we are committed to providing an exceptional ownership experience."

AEX OFFICIAL
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> **"MITSUBISHI IS IN AN ALLIANCE WITH NISSAN AND RENAULT, AND MUCH OF ITS MODEL RANGE DRAWS FROM ITS PARTNERS"**

VANGUARD
Latest versions of the Outlander (top) and L200 pick-up (above) will lead the charge for Mitsubishi when it returns to the UK

shi comeback

Speed camera error caused wrong fines for thousands

SLOW LANE
Root of problem is a delay in speed camera settings being adjusted after new limit has been introduced

Tom Jervis

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THOUSANDS of motorists have been wrongly fined for speeding since 2021, says National Highways. A fault with speed cameras on smart motorways meant they were triggered when drivers weren't breaking the law.

The issue largely revolves around what National Highways describes as an "anomaly" on variable speed limit cameras on major roads and smart motorways. This, it says, resulted in "a slight delay between cameras and variable speed signs, leading to some drivers being incorrectly detected as speeding after the limit had changed".

National Highways told Auto Express it's uncovered 2,650 such wrongful activations since 2021 and that the issue was originally brought to its attention when one case was flagged by Avon and Somerset Police back in January 2025. While, at first, the problem was thought to be isolated to one location, it's now understood to affect 154 cameras spanning 10 per cent of the Strategic Road Network (SRN), including all variable cameras on smart motorways and two on the A14 in Cambridgeshire.

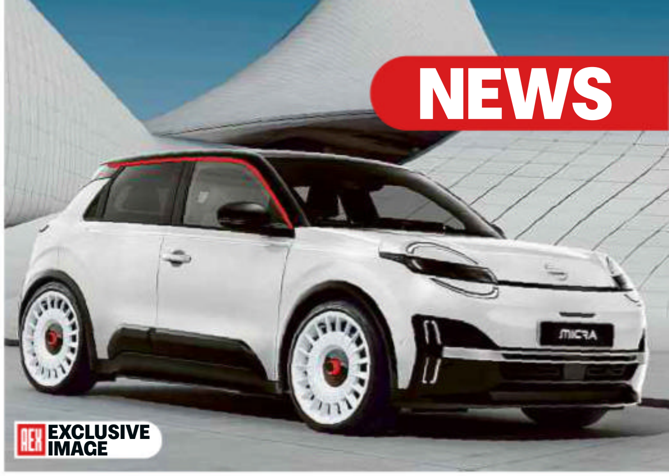
Variable speed limit

Those drivers who were wrongly fined will be contacted by National Highways and will have their fine reimbursed and any penalty points on their licence removed. Auto Express asked what will be done to compensate those affected who might have been forking out for inflated car insurance premiums given their false convictions or even been banned from driving, and was told that this is being "investigated".

That said, it's important to note that although the blunder is certainly a serious one, it only accounts for a minute percentage of speed camera activations; National Highways says the number of instances equates to fewer than two mistakes per day.

With this in mind, National Highways warned drivers that although these cameras have been switched off while it arranges a fix, "enforcement is still in place, and the public can remain confident that only motorists who break the rules will be penalised".

> **"DRIVERS WRONGLY FINED WILL HAVE THEIR FINE REIMBURSED AND ANY PENALTY POINTS ON THEIR LICENCE REMOVED"**



Our image previews how a hot Micra Nismo could look

Expanded Nismo line-up looks set to include Micra

NISSAN says it will launch five more high-performance models from its revered Nismo division. The move comes as part of the global recovery plan the Japanese car maker began implementing earlier this year.

This means Nissan will be doubling the number of performance models in its global line-up. Currently, the Ariya Nismo is the only one sold in the UK, but there are Nismo versions of Nissan's Z sports car, Skyline saloon, X-Trail seven-seater and Patrol 4x4 in other markets.

Nissan hasn't said what the five new Nismo models will be, but we're confident that a hot version of the new Micra (previewed in our exclusive image above) will be among them. The electric supermini is based on the Renault 5, which already has a hot cousin, the Alpine A290.

Nissan bosses have also hinted to us that a high-performance version of the new Leaf is in the works. This would rival the Skoda Elroq vRS and upcoming Kia EV4 GT.

We also had a glimpse of the next-generation GT-R with the 1,341bhp Hyper Force Concept in 2023, and that model is expected to be part of Nismo's revitalisation, too.

New Sport trim offers Fiat 600 buyers Abarth styling

THE Fiat 600 can now offer some of the bad-boy attitude you get with the Abarth 600e, thanks to a new Sport trim level.

Both the hybrid and electric versions of the small SUV will be available in the new trim, offering a range of vibrant paint colours contrasted by a black roof, dark-finish 18-inch alloy wheels and bespoke black accents.

Inside, the Sport has a black colour scheme, with a unique dashboard and sportier seat upholstery, but buyers don't get sports suspension, bigger brakes or any other type of performance upgrade as part of the package.

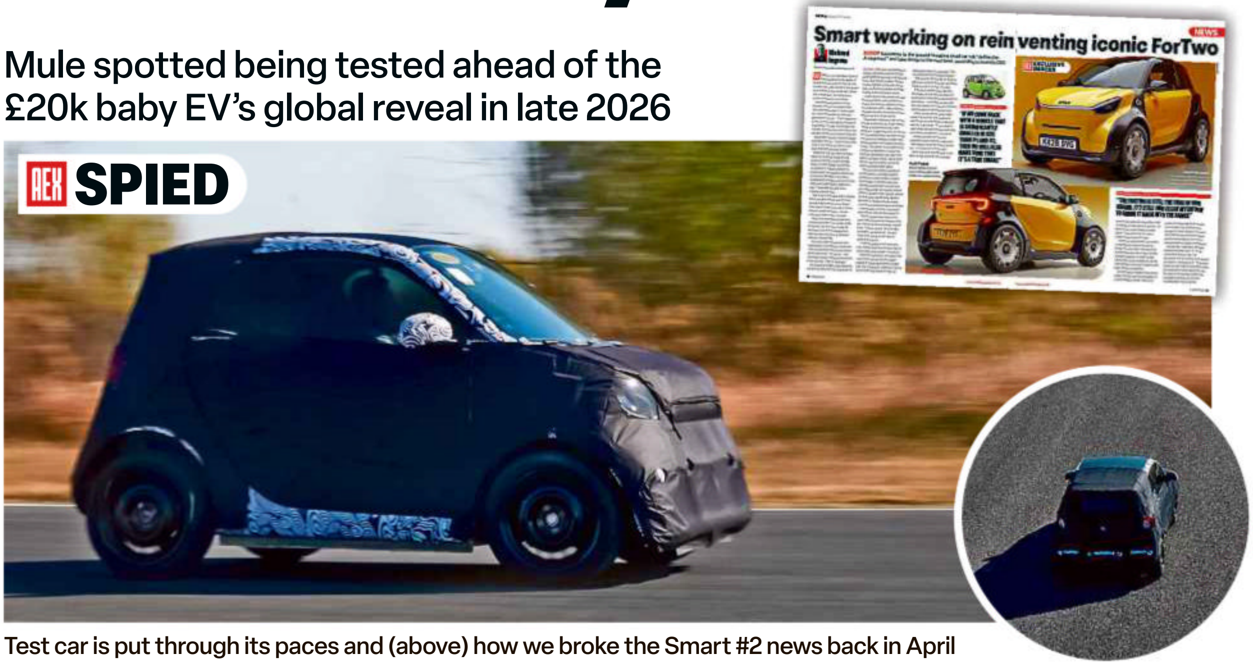
The Fiat 600 Hybrid in Sport trim will start from £28,750, or £29,750 if you upgrade from a 100bhp engine to a 134bhp unit. The electric Fiat 600e Sport will cost £29,750, which is roughly £7,000 less than the full-bore Abarth 600e.

Smart readies #2 to pick up iconic ForTwo's city car baton

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

Mule spotted being tested ahead of the £20k baby EV's global reveal in late 2026



Smart working on rein venting iconic ForTwo

Test car is put through its paces and (above) how we broke the Smart #2 news back in April

THIS is our first look at the all-new, pocket-sized Smart #2, the long-awaited successor to the brand's famous ForTwo city car, which will make its world debut in late 2026 and could cost from around £20k.

Smart announced it was returning to its city car origins only a few months ago, and testing is well under way on the new #2. However, the prototypes in these images are test mules sporting the body of the old ForTwo as a disguise, to keep us guessing about the final design.

The pictures prove the car will stick to the ForTwo's ultra-compact dimensions, with almost non-existent front and rear overhangs, and the wheels pushed right out to the car's corners. It's also going to be a two-door two-seater like its predecessor.

But Smart says the #2 will have a "fresh identity", courtesy of a new look and interior from the Mercedes design team. The car will use a brand-new Compact Architecture (ECA) platform, have a next-generation electric drivetrain and offer "an urban driving experience that is unlike anything else", the company says.

The ECA platform is a bespoke creation for the #2, and developing it is a massive challenge. So the brand has been leaning on its two key shareholders, Mercedes and Chinese giant Geely.

"We will grab from the shelf, whatever we can," Smart CEO Dirk Adelmann told Auto Express. "Mainly on the Geely side. We benefit from both sides in this adventure."

Smart has said the #2 "will set new benchmarks for the city-car segment that we defined almost 30 years ago", but it isn't dawdling on development.

"We have learned a huge amount about developing cars quickly from our partners at Geely," Adelmann said. "There used to be a requirement to make sure a car was at 100 per cent from the moment it was launched, but the Chinese are more than willing to leave that one or two per cent on the table, which can be fixed later on with over-the-air updates."

Adelmann also gave an indication of the #2's range, saying: "Our target is around double that of the old electric ForTwo." That suggests the new car will offer around 180-200 miles of range. Smart has a target to ensure the #2 is no bigger than the last ForTwo, which was 2,695mm long.

When the new #2 arrives, it will become Smart's entry-level model meaning, rather confusingly, that it will sit below the Smart #1 small SUV.

> **"SMART SAYS THE #2 WILL HAVE A 'FRESH IDENTITY', COURTESY OF A NEW LOOK AND INTERIOR FROM THE MERCEDES DESIGN TEAM"**

Dacia EV grant cuts Spring price to £12k

AEX OFFICIAL

The Romanian brand has updated the Spring and made it cheaper

THE Dacia Spring was already one of the cheapest new cars you could buy, but thanks to a new £3,750 'Dacia Electric Car Grant', the freshly updated model is now on sale from £12,240. That headline price is for entry-level Expression trim, while the better-equipped Extreme costs £13,240 (after Dacia's grant).

Expression models have a seven-inch digital driver display, while Extreme versions get a larger 10.1-inch multimedia display with wireless smartphone connectivity. There's also Dacia's YouClip accessory system that we've seen in the Bigster and Duster to store items such as water bottles and wireless speakers.

The new Spring arrives at the same time as the updated petrol Sandero, which even without a Dacia grant kicks off at £14,795 – £950 less than the outgoing car. That headline price tag comes courtesy of the returning Essential trim level. There's no infotainment screen – buyers get a holder for their phone and the ability to run Dacia's app. The more rugged Stepway version starts from £16,065.

Clio now costs from just under £18k

Renault slashes £1,000 from the cost of a new Clio

THE new sixth-generation Renault Clio is launching in Europe in 2026, but won't reach the UK until the next year. To make up for that the French firm has knocked £1,000 off the price of the current Clio supermini, so it now starts from £17,995.

That makes the Clio only a few hundred pounds more expensive than key rivals such as the MG3, while the new starting price is nearly £2k less than that of the Vauxhall Corsa and about £3,000 below the Skoda Fabia's.

The Clio remains available with either pure-petrol or full-hybrid power, but there are now four trim levels to choose from: Generation, Techno+, Techno Esprit Alpine and Iconic Esprit Alpine.

Entry-level Generation models get 16-inch alloy wheels, LED headlights, a seven-inch touchscreen with sat-nav, wireless Apple CarPlay and Android Auto, a seven-inch digital driver display, automatic climate control, front and rear parking sensors and a rear-view camera.

Techno+ (from £19,495) adds heated front seats and a wireless smartphone charger. Techno Esprit Alpine (from £20,995) gives the Clio an even more athletic look, while the Iconic Esprit Alpine starts from £24,795, because it's only available with a hybrid powertrain.

DOUBLE WHAMMY
Chinese-built Tavascan currently faces two EU-imposed tariffs

Europe could relax tariffs on Tavascan

VW argues that the European-designed, Chinese-built car should have its import duty cut – setting a precedent others may exploit

Phil McNamara

Phil.McNamara@autoexpress.co.uk

CUPRA'S Chinese-built, all-electric Tavascan's EU import tariff could be relaxed, which could pave the way for MINI, Smart, Volvo and other European car brands to get a cut in duty, too.

The EU's policy of adding a 20.7 per cent 'countervailing duty' on top of the standard 10 per cent tariff for the Chinese-made EV has come under fire from the president of Catalonia's government.

"I would like to call on the European Union to reconsider the tariffs on the Cupra Tavascan," said Salvador Illa i Roca at the official opening of Cupra's battery plant in Catalonia's capital city, Barcelona.

"We are hearing positive news. The Catalonia government stands ready to work alongside the Spanish government [to remove] an unfair tariff that penalises strategic investments."

Cupra has lobbied for an end to the 20.7 per cent surcharge, in return for the brand adhering to an annual import quota and a minimum import price. Tavascan prices start from 44,010 Euros in Spain, compared with a £47,350 entry price in the UK; here the car is only subject to a 10 per cent duty for its Chinese origin.

MARKUS HAUPT SEAT/Cupra CEO

> **"CONVERSATIONS ARE ON A VERY GOOD LEVEL. THE EU ARE STUDYING OUR PROPOSAL AND IN ONE OR TWO MONTHS WE WILL GET A POSITIVE ANSWER"**

SEAT-Cupra CEO Markus Haupt told us: "The conversations are on a very good level. They've confirmed they are studying our [proposal] to get rid of the tariffs, and… that in one or two months, we will get a positive answer."

When asked if this could this lead to lower prices for the Tavascan, Haupt added: "When we were hit by the tariffs, we decided not to [add them] to customer prices. So there will probably not be a big price effect. The direct effect will be more on our side in terms of profit."

European brands, including Dacia, Polestar, Volvo and Lotus, make cars in China and import them to Europe. But the EU would have to assess each case individually, because different circumstances apply to each maker and Chinese ownership could muddy the waters.

MINI's case has huge significance for the UK. Auto Express revealed in February that the BMW-owned brand has paused plans to put the MINI Electric hatch into Plant Oxford. This could be extended if the brand wins an EU reprieve and can boost its margins on Chinese imports – subject to a potentially adverse quota restriction.

MINI is owned by BMW, but the electric MINI and Aceman are built in China by Spotlight Automotive, a 50:50 joint venture between the Germans and China's Great Wall Motors. It's unclear how the EU would assess the MINI's origin – which, like the Tavascan, is subject to an additional 20.7 per cent duty – for a relaxation of tariffs. MINI refused to comment for this story.

OUR TEAM MOTORING NEW YEAR WISH LIST 2026

Forget new year resolutions, here are 10 things our experts want to see happen in the car world over the next 12 months

Jaecoo has enjoyed a successful first year in the UK

Will people start to care about Chinese cars?

IS 2026 the time people start to actually care about Chinese cars? That sounds a bit odd following a year where BYD registered more cars than MINI, Tesla or Mazda, and Jaecoo jumped ahead of Honda and SEAT. But how much do those buyers actually care about the badge on the front of the car?

At the moment too many Chinese brands are basically interchangeable anonymous SUVs loaded with tech and priced very attractively. Stop someone in a supermarket car park and ask them which is a Leapmotor and which is an Omoda, and they'll struggle in a way they wouldn't if it was Nissan and Ford. There's no emotion to choosing any of them, it's a purely rational decision.

At some point a Chinese brand will have to find a way of making a mark with people that care about the car they drive. It's been an impressive entrance into the UK, but can any of them make that crucial next emotive step?

> "AT SOME POINT A CHINESE BRAND WILL HAVE TO FIND A WAY OF MAKING A MARK WITH PEOPLE THAT CARE ABOUT THE CAR THEY DRIVE"

PAUL BARKER
Editor

EV sales have increased by 26 per cent in UK this year

UK's EV plan is working, so keep it up in 2026

THE UK government's electric car strategy is broadly right. There I said it, something positive about Prime Minister Keir Starmer's omnishambles administration. But, on EVs, it is leading among the big European economies.

There's a big target: that sales of pure ICE cars should be banned in 2030. Leading is about giving a clear sense of direction, spelled out by the ZEV mandate, which ratchets up the proportion of EVs brands must sell. The 2026 target is 33 per cent, rising to 80 per cent in 2030.

This is supported by measures to boost demand: EV grants ranging from £1,500 to £3,750 are available on cars costing less than £37,000. Chinese EVs with opaque low-carbon production credentials are excluded, so firms have been forced to match the grant out of their own margins.

This is working, because from January to November 2025, electric car registrations climbed 26 per cent year-on-year. And petrol car sales declined by eight per cent.

> “CHINESE EVS WITH OPAQUE LOW-CARBON PRODUCTION CREDENTIALS ARE EXCLUDED, SO FIRMS HAVE BEEN FORCED TO MATCH THE GRANT

PHIL McNAMARA
Editor-at-large

Petrol, diesel or EV? Buyers should be able to decide

Allow people to choose the car that's right for them

WE need to reduce our carbon footprint, but I'll never not advocate for people buying the car that's right for them.

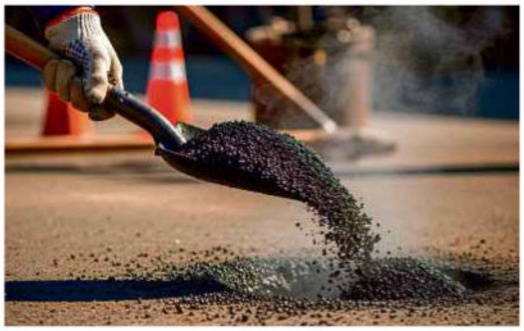
Long-term Auto Express readers will see me as some kind of EV evangelist. I've run loads of electric cars. But I'm also a realist, and I understand that for myriad reasons, many people simply aren't ready to make the switch.

It's for this reason that I'm hoping for a mindset shift – not just for consumers, but for governments and global car makers too. I'm asking that we're spared another year of unachievable targets and trivial legislation; despite my learned friend's assertions in the column to the left, let's allow people to buy the cars that are right for them, not ones forced upon them by politicians.

For many people, electric vehicles are perfect, but for some, a punchy petrol, long-legged diesel or hybrid halfway-house still makes more sense.

> “LET'S ALLOW PEOPLE TO BUY THE CARS THAT ARE RIGHT FOR THEM, NOT ONES FORCED ON THEM BY POLITICIANS

RICHARD INGRAM
Deputy editor



A portion of the tax from drivers should pay for repairs

Let pay-per-mile money pour into the potholes

PAY-per-mile road pricing was always going to be an unpopular policy, and so it proved when it formed part of the Autumn Budget. There's still plenty of work needed to flesh out how this new revenue stream will be administered, but I think one thing that could get more people on board is if a percentage of the revenue was ring-fenced to help maintain the UK's roads.

For too long many drivers have felt like the cash cow that's propped up the nation's finances, but they haven't got much in return. When the bill passes through Parliament, I'd like to see a guaranteed percentage of the revenue is used for road repairs and resurfacing.

Of course, things are rarely that simple, especially because different organisations look after different roads. But maybe it's time to shake up the UK's highways, as is happening with rail, and the founding of Great British Railways. A Great British Roadways, perhaps?

> “MANY DRIVERS FEEL LIKE THE CASH COW THAT'S PROPPED UP UK FINANCES, BUT THEY HAVEN'T GOT MUCH IN RETURN

DEAN GIBSON
Senior test editor

We'd love a resurgence of reasonably priced cabrios

Time to reboot affordable convertible car market

TAKE one look at our list of the best convertible cars on sale right now, and you'll quickly see that there's a rather inconvenient theme: the vast majority command a six-digit price.

It's a fact that British drivers love their drop-tops, but it feels like the Mazda MX-5 and MINI Convertible are now the only realistic options for those on a more modest budget. Sure, they're both cracking cars, but variety is the spice of life, isn't it? It's the same story at the posher end of the sub-six-figure market too, where the Mercedes CLE looks increasingly lonely following the demise of the BMW Z4 and Audi A5 Cabriolet.

I'm fully aware that the convertible market isn't big when compared with the likes of the SUV or supermini sectors, but what I can't understand is why so many car brands seem to have quietly given up on it. The mighty MINI and MX-5 are a common sight on our roads, so the demand is there.

> “IT FEELS LIKE THE MAZDA MX-5 AND MINI CONVERTIBLE ARE THE ONLY REALISTIC OPTIONS FOR THOSE ON A MORE MODEST BUDGET

SHANE WILKINSON
Senior content editor

Alibaba
Alibaba

Online bodyshell sales could be a hit with classic car fans

Alibaba could be the answer for enthusiasts

CHINESE megasite Alibaba, which is a rival to eBay and Amazon, got a lot of attention in the automotive world recently because it started listing ready-made bodyshells of Toyota Corollas – specifically the AE86 version, which has a huge following in the classic Japanese sports car scene.

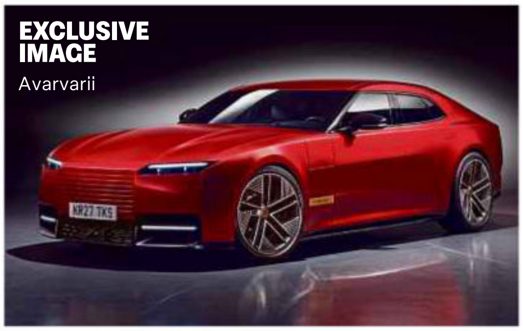
If that's not your thing, there are also bodyshells of Land Rover Defender 90s (from around £5,000), original Minis and even convertible Chevrolet Camaros.

While you'll need to be chummy with a specialist garage or be a handy mechanic to transform these into running cars, having a rust-free body would surely appeal to many a Land Rover or Mini fan.

Yet while this all sounds promising, there is an issue of quality with these bodyshells, which brings into question the safety of these structures as well. Being a mere copy, there's also no VIN plate or number, so you won't be able to register them for the road.

> “HAVING A RUST-FREE BODYSHELL WOULD SURELY APPEAL TO MANY A LAND ROVER OR CLASSIC MINI ENTHUSIAST

ALASTAIR CROOKS
Senior news reporter



Our exclusive image previews Jaguar's upcoming GT

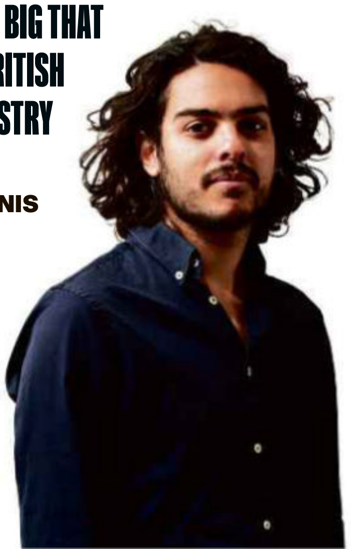
Jag will prove nay-sayers wrong with its all-new GT

CAN you believe it? £120,000 is how much the new Jaguar GT will cost when it finally arrives next year. Ridiculous, I say, that's far too little! Bump the price up to £250,000, ditch whatever cost-related compromises there have been in terms of design or materials and build a British legend we know Jaguar can. Cadillac did it with the Celestiq and Jag can do it with its new GT – we need our minds to be blown.

This is Jaguar's 'The Shard' moment; out of the chaos and red tape that is JLR in 2025, the new GT needs to go so big that it changes the British automotive industry, just as The Shard did to London's city skyline. Think about it – anyone out there able and willing to drop £120,000 on an EV will probably be the same person capable of doubling that figure. And they won't be worried about the bill, but they will care if they see flimsy indicator stalks, scratchy plastic or obvious part sharing.

> “THIS IS JAGUAR'S 'THE SHARD' MOMENT; THE NEW GT NEEDS TO GO SO BIG THAT IT CHANGES THE BRITISH AUTOMOTIVE INDUSTRY

JORDAN KATSIANIS
Senior staff writer



Tesla Model Y Standard cuts kit to achieve lower price

Tesla has lost its edge, but could get its mojo back

THERE'S no denying Tesla remains one of the most influential, innovative and important companies in the world. But I've long thought it was losing its edge over the competition, and I think that was proven in 2025 when the new entry-level Model Y Standard was launched.

It slashed £3,000 off the electric SUV's starting price but only by removing some of the standard kit. And at £41,990, even the cheapest Model Y is still as much as £10k more expensive than key rivals such as the Citroen e-C5 Aircross or Renault Scenic, which offer more range.

After years of playing catch-up, the firms that feared Tesla have levelled the playing field and I don't get the sense the upstart start-up knows what its next move is. If I could hear some sort of a game plan or future product roadmap in 2026, I would have more confidence that Tesla will remain a formidable force rather than being forgotten.

> "THE FIRMS THAT FEARED TESLA HAVE LEVELLED THE PLAYING FIELD AND I DON'T GET THE SENSE THE BRAND KNOWS ITS NEXT MOVE

ELLIS HYDE
News reporter

Wallet-friendly rivals to VW's ID. Buzz would be great

Bring back the humble MPV for family car buyers

FAMILY car buyers in the UK and around the world have fallen in love with SUVs. But it would be great to see car buying's cool kids turn their attention back towards the MPV.

Multi-Purpose Vehicles have fallen dramatically out of favour. Household names like Zafira, Galaxy and Picasso are history, while Renault's Scenic is now an SUV. If you want a new MPV, you're largely restricted to converted vans, which are super-practical, tough and far more agreeable to drive than a decade or two ago, but still have that whiff of the school minibus about them.

There are inklings that car makers might be coming around as well. Kia recently launched the PV5, then there's the Lexus LM, the Volvo EM90 and a number of other premium MPVs on sale in China that could be UK-bound. If some of these were downsized into more affordable, mid-sized packages, I'm sure volume UK sales could be forthcoming.

> "IT WOULD BE GREAT TO SEE CAR BUYING'S COOL KIDS TURN THEIR ATTENTION BACK TOWARDS THE MULTI-PURPOSE VEHICLE

STEVE WALKER
Head of digital content

Strong security to combat cyber attacks is imperative

Car brands should go back to cyber security school

CYBER security threats are no laughing matter. Cars and the brands that make them are now more digitised than ever, handing cyber crooks the power to wreak untold havoc.

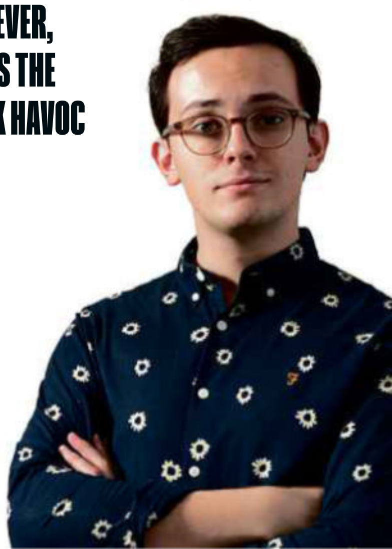
Remotely hitting the brakes on every car on the M25, changing customer configurations on the production line so every car comes out bright pink – these might be absurd-sounding scenarios, but who knows what's possible in this Wild West-like backdrop we're in?

Then there's the recent attack on Jaguar-Land Rover, which was rated as the most economically damaging of its kind in UK history. It was bad enough for JLR as a business as crooks attempted to ransom sensitive commercial material.

But brands now collect mountains of customer data, from GPS movements to credit card details. This places all of us in the firing line, meaning companies need to revisit their days in cyber security school in order to protect us.

> "CARS AND THE FIRMS THAT MAKE THEM ARE NOW MORE DIGITISED THAN EVER, HANDING CROOKS THE POWER TO WREAK HAVOC

TOM JERVIS
Consumer reporter



FIRST FOR DRIVES

24 **TOYOTA URBAN CRUISER**
Our verdict on electric crossover

26 **CITROEN C5 AIRCROSS**
New family SUV impresses

28 **SKODA FABIA 130**
Anniversary special blasts off

Ferrari Am

Richard Ingram

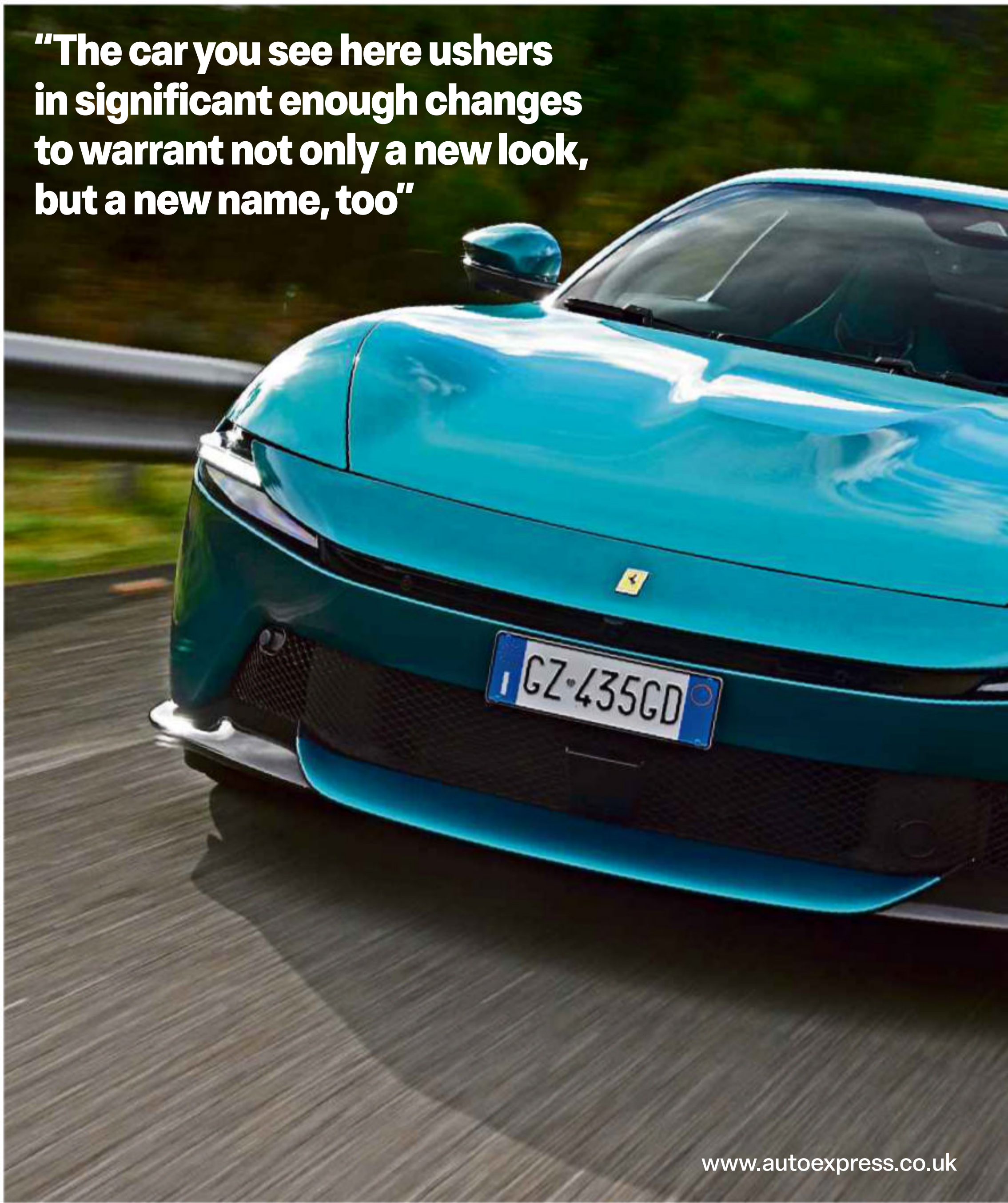
Richard.Ingram@autoexpress.co.uk

CONTEXT is everything. Whether it's knowing how much one loaf of bread costs compared with another, or understanding that a longer route to work will take less time due to prevailing traffic conditions. This kind of information lets us make judgements in an educated and effective manner.

So when a car is labelled the 'baby Ferrari', it's all relative. The Amalfi – a so-called "evolution" of the outgoing Roma – is still a £202k, near-200mph 2+2 that can sprint from 0-62mph in 3.3 seconds. This, then, is no diluted, half-fat prancing horse.

Replacing the Roma in the Italian manufacturer's product range, the car you see here ushers in significant enough changes to warrant not only a new look, but a new name, too. Pulled in line with models such as the forthcoming Testarossa, it gets a cleaner front end with slim lights, connected via a narrow black bar spanning the entire nose. The rear has been tidied up, too.

But it's inside where you'll find the most obvious visual updates. Gone is the slightly awkward portrait touchscreen, replaced by a better-



> "The car you see here ushers in significant enough changes to warrant not only a new look, but a new name, too"

alfi

FIRST DRIVE Roma replacement is every bit a Ferrari and so much more than just an entry-level sports car

integrated landscape display – now with Android Auto as well as Apple CarPlay connectivity. Also new for the Amalfi is a revised steering-wheel panel with physical switches and a big red starter button. It's much more tactile and infinitely more ergonomic; Ferrari says you can retro-fit it to your Roma (or any other model with the old-style wheel) for around £5,000 all-in.

Under the metal, the familiar front-mid-mounted 3.9-litre twin-turbo V8 has been upgraded (from 612bhp) to deliver 631bhp and 760Nm of torque – all sent to the rear wheels via an eight-speed dual-clutch transmission. The Amalfi also benefits from a series of hardware changes, including a new ECU, new lightweight camshafts and a redesigned engine block.

Elsewhere, Ferrari has installed a hidden, integrated spoiler which raises and lowers automatically, adjusting by as much as 50 degrees to develop up to 110kg of downforce at 155mph. The Amalfi also features Ferrari's latest electronic differential, Side Slip Control (SSC 6.1) and an innovative brake-by-wire system – but more on those in a moment.

Ferrari says this new Amalfi "embodies the sporty lifestyle" and that it's a "high-performance sports car that can be used every day". And on the road the newcomer has a decidedly different

ESSENTIALS

Ferrari Amalfi

Price: £202,459

On sale: Now

Powertrain: 3.9-litre V8 twin-turbo petrol

Power/torque: 631bhp/760Nm

Transmission: Eight-speed automatic, rear-wheel drive

0-62mph: 3.3 seconds

Top speed: 198mph

Economy/CO_2: TBC

Size (L/W/H): 4,660/1,974/1,301mm

ON THE ROAD
Performance is staggering and the twin-turbo V8 has a slight metallic edge to its soundtrack, which gives the car a distinct character. The Amalfi also gets a revised, more ergonomic steering wheel

▶

character to models that might otherwise be considered close competitors – cars such as the latest Aston Martin Vantage, Bentley Continental GT or Porsche 911 Turbo S.

The engineers we spoke to said they'd targeted an "engaging, intuitive driving experience", and the Amalfi, like its Roma predecessor, is certainly more approachable than the Aston, which has more of a muscle-car character. The Ferrari, while undeniably rapid under full throttle, doesn't feel like it'll bite you on the exit of every corner.

Yet, thanks to the aforementioned Side Slip Control system, you can manipulate the Amalfi into being quite playful. The familiar Manettino switch lets you flick through from Wet, to Comfort, Sport and Race, or, if you're feeling brave, ESC off. Each setting delivers a little more movement in the chassis, and a little less grip at the rear end, allowing the driver to build in confidence before placing their fate in the lap of the gods.

Our drive through the hills of southern Portugal was accompanied by a subtle but ever-present exhaust note that Ferrari claims is enhanced by a "new proportionally controlled bypass valve with dedicated maps" allowing it to "adapt" to different driving conditions. Again, it's not as outright raucous as the bellowing V8 soundtrack of a Vantage, but the almost metallic ring allows the Amalfi to display plenty of personality whatever the driving conditions.

Performance is staggering actually, and about as far from 'entry-level' as you could possibly expect. The engine is flexible enough that you can do most of the hard work in third or fourth, but the ratios aren't so closely spaced that you're constantly changing gear or fighting flat spots before the turbos have had a chance to come on song. Regardless, switching cogs is a pleasure thanks to the fixed carbon-fibre paddles behind the (also part-carbon) steering wheel. Hearing and feeling the revs rise as you change down into a tight bend is a visceral treat we'll miss when the world fully transitions to electric vehicles.

The steering is another area that adds to the driving experience. It's an electrically assisted rack, but pleasingly direct and offering more feel than the set-ups in most modern sports cars.

New for the Amalfi, however, is the introduction of a controversial brake-by-wire system. There's still a reassuring physical connection to the discs and pads should all else fail, but most of the work is done electronically. It's a bit twitchy to begin with, especially around town, but up the pace and there's a fantastic delicacy to it. Ferrari says it improves braking efficiency, reduces pedal travel and "enhances modulation". On this evidence, we wholeheartedly agree.

The Amalfi rides well, even without switching to Ferrari's aptly named 'Bumpy Road' mode; our route was challenging in more ways than one, and in areas featured surfaces as bad – if not worse – than you might ordinarily encounter in the UK. We've not tried the car in the wet, but again, the various drive-mode settings allow the driver to tailor the coupé's behaviour as necessary.

Our only real complaint with regards to the way the Amalfi drives, therefore, is the amount of road noise its huge 285-section, 20-inch rear tyres generate at motorway speeds. Perhaps that's the trade-off you make buying a so-called sports car, rather than a dedicated GT.

Elsewhere, the Amalfi feels like a worthy evolution over the Roma when it comes to interior quality and ergonomics. The seats are still a little too firm to be considered genuinely comfortable, but they do hug you and hold you in place during more spirited driving.

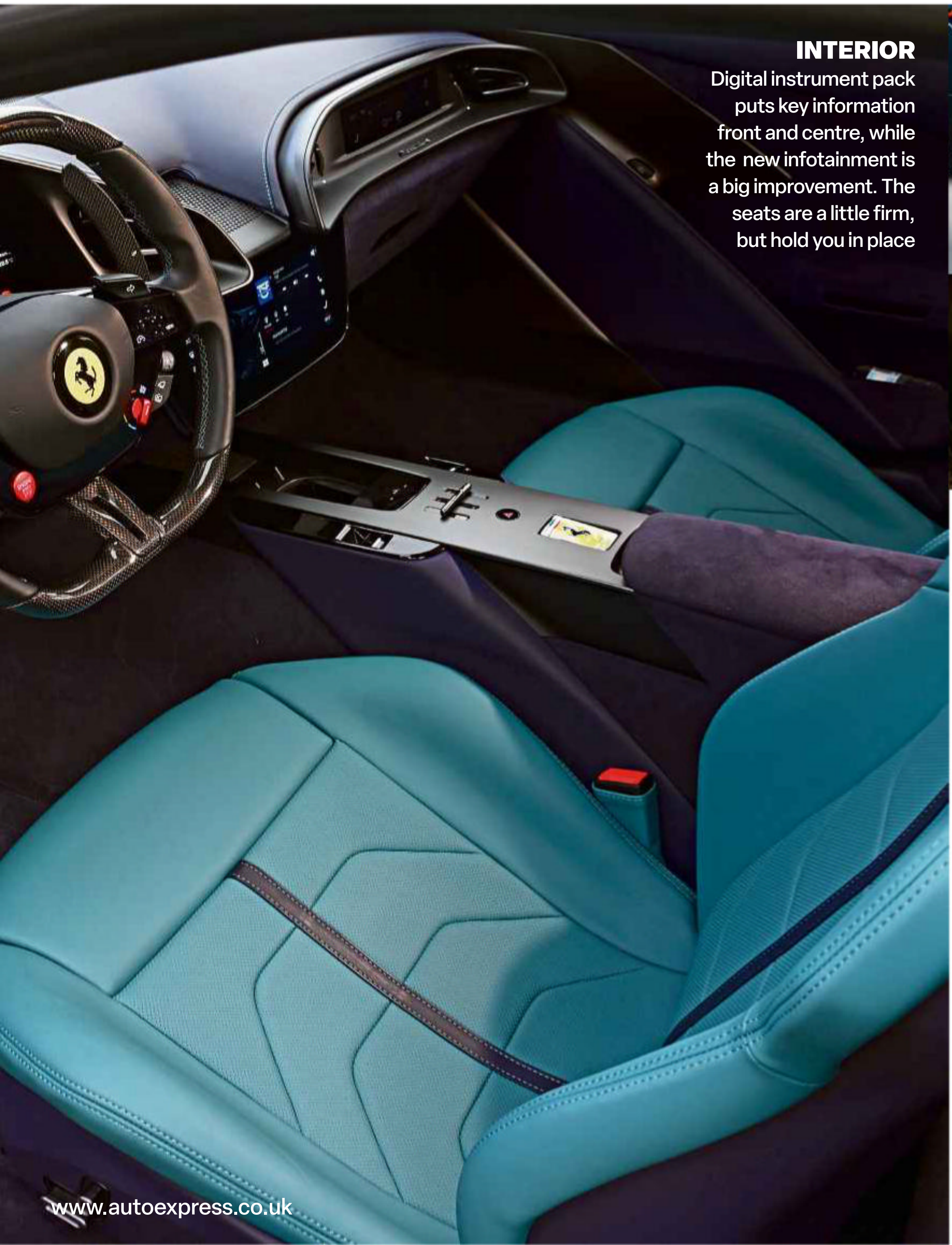
The new infotainment system is a big upgrade, and as before, owners can specify a (probably unnecessary) separate screen for the passenger. The big central rev counter and clear graphics in the driver's instrument binnacle put key information exactly where you need it.

The rear seats are still useless for all but the smallest children, and even then, if they're in a bulky car seat rather than a slimmed-down booster, you might struggle to squeeze more than a couple of soft bags in the back. The 273-litre boot swallowed our luggage and camera kit – and has more than enough space for a weekend away.

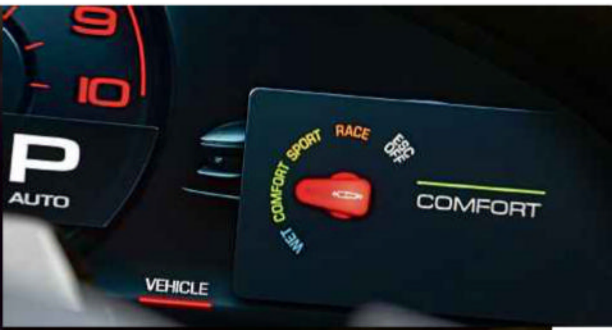
Ferrari
brembo carbon cerami

A brake-by-wire system is new for the Ferrari Amalfi and it works well, delivering fantastic delicacy

"The Amalfi rides well, even without switching to Ferrari's aptly named 'Bumpy Road' mode"



INTERIOR
Digital instrument pack puts key information front and centre, while the new infotainment is a big improvement. The seats are a little firm, but hold you in place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VERDICT ★★★★½

THE Ferrari Amalfi is supposed to be the baby of the Italian maker's model range, yet it's so much more than that. Ferocious performance meets an engaging but approachable personality, matched with a more usable, ergonomic interior. There's nothing basic about Ferrari's entry-level sports car – and that includes the £200k starting price.

Toyota Urban Cr

FIRST UK DRIVE Japanese brand's electric-crossover joint venture with Suzuki is competent, but fails to stand out in a crowded class

Alastair Crooks

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THESE days, it feels like a new electric SUV is unveiled every five minutes, and just about every mainstream car maker either has one in its range or in the pipeline. Despite its rich history of hybrids, Toyota has been fairly slow on the uptake in the pure-EV market, but joining the updated bZ4X and new C-HR+ is this, the Urban Cruiser.

Toyota might be a global automotive giant, but the company looked to Suzuki to help develop the Mk2 Urban Cruiser. A sister model of the new e Vitara, the resulting vehicle sits on a brand-new, dedicated EV platform called Heartect-e that the two firms worked on together. The only major differences between the Urban Cruiser and e Vitara are the front-end design and badges, plus the Suzuki offers the option of all-wheel drive.

Prices for the Urban Cruiser start at £29,995 for the Icon model. The mid-range Design trim that we're testing here costs £33,495 and then finally there's the £35,745 Excel. The Toyota doesn't qualify for the Government's Electric Car Grant.

Suzuki says the battery cells for its e Vitara come from BYD and while Toyota hasn't specifically said the same, it's almost certain this is also the case with the Urban Cruiser. Typically this would be a good thing because BYD makes some of the most energy-dense and competitive batteries in the automotive industry, but the Urban Cruiser's range and efficiency are still only average for the class.

The Toyota does get the same battery options as the e Vitara – a 49kWh unit (exclusive to the Icon) with 213 miles of range, and a 61kWh battery with up to 265 miles on the Design and Excel.

We averaged 3.7mi/kWh in a near-production prototype when testing in Spain earlier this year. This would equate to a range of more than 225 miles from the larger 61kWh battery. On our test here in the UK in cold and soaking wet conditions, that figure dropped only slightly to 3.5 miles per kWh – which would translate into a return of 213 miles on a single charge.

The range isn't class-leading and the Urban Cruiser's maximum charging speed – up to 67kW for the 49kWh battery – is disappointing by today's standards. Because of the car's relatively large battery, it means a 10 to 80 per cent top-up takes at least 45 minutes, when most other rivals can do the same job in about half an hour or less.

ESSENTIALS

Toyota Urban Cruiser Design

Price: £33,495 **On sale:** Now
Powertrain: 61kWh battery, 1x e-motor
Power/torque: 172bhp/193Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 8.7 seconds/93mph
Range: 265 miles
Max. charging: 67kW (10-80% in 45 minutes)
Size (L/W/H): 4,285/1,800/1,635mm

BEHIND THE WHEEL Steering is light, but we found it shook at low speeds when the wheels dipped into deeper potholes

The Toyota drives identically to the e Vitara, so it isn't very exciting behind the wheel. We've tested the e Vitara in its all-wheel-drive dual-motor form, which gives the Suzuki a slight edge over the more one dimensional, front-wheel drive-only Toyota.

Some of the Urban Cruiser's competition, such as the Volvo EX30 and MG4, provide 0-62mph sprint times that can trouble bona fide sports cars. That's clearly not the case here, but we found that acceleration is still quite nippy, due to typically instant torque from the electric motor. The Toyota doesn't feel quite as slow as its 0-62mph time suggests, and gentle throttle inputs can give quick bursts of acceleration from 0 to 30mph or 30 to 60mph. If you're a bit heavy-footed, especially in the wet, the front wheels can scrabble for grip.

> **"The 10.4-metre turning circle is pretty good, as is visibility – aided by a rather high driving position"**

The turning circle of 10.4 metres is pretty good, as is visibility front and rear – aided by a rather high driving position. The light steering paired with a responsive enough front end means darting around parked cars and traffic is a breeze. But we found at slow speeds on rough surfaces, the steering shook as the front wheels dipped into deeper potholes.

There's no one-pedal driving mode and unlike in the Renault 4 or Kia EV3, there are no paddles on the steering wheel to adjust the brake regeneration settings either. The best that Toyota could come up with is a shortcut is a button on the centre control that simply turns the system on or off.

You then adjust the strength of the regen via the touchscreen – and it's a very convoluted process that involves trawling through various menus. When you find the right one, you can opt for low, medium or high levels. You can't change this while you're driving, probably because Toyota knows drivers would be too distracted by the process. Even after all that, the strongest mode takes a long time (and distance) to slow the car to a crawl.

Toyota has made the exterior of the Urban Cruiser look different to the e Vitara at the front by bringing the design in line with the larger bZ4X. But the similarities between the Suzuki and Toyota are even more obvious inside the bland cabin. The Urban Cruiser feels cheap, too, with almost all the surfaces made from varying textures of plastic. The dashboard has just a thin layer of soft-touch fabric to raise the ambience. It's a shame, because quality and comfort are things that Toyota so regularly gets right, but here it's another example of how outsourcing development has hurt the brand.

The Urban Cruiser isn't particularly spacious either. Its 238-litre boot is only slightly bigger than a MINI Cooper's. While the rear seats can be pulled forward by up to 16cm, even then there's still only 306 litres available for luggage. For context, the Renault 4 boasts a capacity of 420 litres, while the Skoda Elroq can stow 470 litres of stuff and its cabin feels far more accommodating than the Toyota's.

uiser

"Acceleration was quite nippy on our test drive, due to typically instant torque from the electric motor"

Pete Gilbson

PRACTICALITY

Rear seats slide back and forward to increase leg or luggage space, but the 238-litre boot capacity trails many of the Toyota's rivals

VERDICT ★★⯪☆☆

WHEN it comes to an affordable electric crossover, we expected much more from Toyota. The Urban Cruiser isn't necessarily a bad car, it's just unremarkable. We found it lacking personality, charm and a unique selling point. The average range and charging speed don't help either. Put simply, whatever it can do, most rivals can probably do better.

"The C5 is at its best when we're dawdling. The engine cuts out for the e-motor to waft us along"

Phil McNamara

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Citroen C5

FIRST DRIVE Impressive new family SUV offers buyers a wide rang

CITROEN'S positivity about occupant comfort is laudable but – like the England cricket team or Rachel Reeves' Budget – eventually it'll make contact with a brutal reality, in this case British roads. We're driving the entry-level version of Citroen's big SUV, the C5 Aircross, through the Chilterns countryside, where potholes seemingly outnumber villages by a factor of 100.

This is the Hybrid 145, costing from £30,495 in You! spec. It's five grand more than the cheapest Dacia Bigster 1.2 manual, but you get a slightly longer car, slightly less boot space and an automatic transmission mating charismatic three-cylinder petrol and e-motor power with the front wheels.

The Advanced Comfort suspension, fitted with Citroen's clever hydraulic bump stops, is standard – and cushier than a nepo baby's first job. The body surfs over crests and dips, and in 90 minutes of driving, it crashed through just one crater, while the body only felt a touch floaty on a single 70mph stretch where undulations came thick and fast. The suspension contains roll pretty well in corners too.

First contact with the steering is less impressive: at urban speeds, it feels light and languid turning off dead-ahead. But response is more direct at higher speeds when heavier weighting kicks in. Like your lip after a dental injection, it's functional but numb.

ESSENTIALS

Citroen C5 Aircross You! Hybrid 145

Price: £30,495 **On sale:** Now

Powertrain: 1.2-litre 3cyl turbo HEV, 1x e-motor

Power/torque: 143bhp/280Nm

Transmission: Six-speed dual-clutch auto, front-wheel drive

0-62/top speed: 11.2 seconds/125mph

Economy/CO2: 42.0mpg/122g/km

Size (L/W/H): 4,652/1,936/1688mm

You might think a 1.2-litre three-cylinder engine would struggle in a 4.6m-long SUV weighing 1,554kg. But thanks to the e-motor shovelling in extra torque and a dual-clutch transmission happy to wring out gears and change up snappily and smoothly, the mild-hybrid Aircross feels punchier than its 11.2-second 0-62mph sprint suggests.

However, it's at its best when you're dawdling. Through villages, the engine cuts out for the hybrid e-motor to waft us along for the best part of a mile. The cockpit sounds blissfully silent aside from a little tyre murmur, with the 3D drivetrain graphic on the smart digital driver's binnacle confirming when petrol power eventually kicks in again.

Motorway refinement is pretty good too: the three-cylinder buzz is low down in the mix and there's a touch of wind noise, but overall the

INTERIOR Despite having no glass roof, the C5 Aircross is nice and airy inside. Both the boot and rear seats (left) are spacious, while the touchscreen (far left) is easy to use

Aircross Hybrid

e of powertrains, but could the hybrid be the pick of the bunch?

Aircross projects classy refinement. And the cloth seats are as squishy as your favourite armchair.

The brakes – not always a Citroen strength – slow the car fine, and despite our unsympathetic test, its trip computer claims 41.4mpg. That suggests the 43mph official economy is achievable, with the car running on electric power up to half the time.

Standard kit includes red metallic paint and 18-inch alloys, plus the 13-inch touchscreen, air-con, keyless start, rear parking sensor and a tonne of safety kit.

And even the entry-level cabin is a pleasant place to be. There's no glass roof (it's a £1,100 addition to top-spec Max trim) but the combination of light grey headliner and deep sideglass makes for an airy ambience. Upholstering the rolltop desk-style dash is a nice touch, though it did emit some resonant buzzes. Drown it out with the great standard stereo.

Citroen has segmented the big touchscreen into chunky tiles to make it easy to use: you tap the ever-present air-con section to control the climate, although there's a bank of physical switches for defrost, max A/C and air recirculation. There are loads of cubbies, charging sockets and a ramp to store your phone, which also charges it wirelessly. Apple CarPlay and Android Auto are standard.

The rear seats aren't the cheap seats: there's a lot of space, they recline a touch and the fancy floating armrests match those in the front. While the bench is split 40:20:40, this is a downgrade on the first Aircross's three individual rear seats. Being able to fit three child seats abreast matters to the 10,000 UK families a month who grow from two to three kids.

The boot is big: 651 litres if you remove the upper shelf, though retaining this makes for a flat load bay. Flip the seats for 1,985 litres of stowage. It's all very people-pleasing. Throw in the choice of mild-hybrid, plug-in hybrid and pure electric (with more than 400 miles of range) power, and the new C5 Aircross will put a smile on buyers' faces – unlike Rachel Reeves or the England cricket team.

VERDICT ★★★★☆

WE'VE enjoyed driving the Citroen C5 Aircross as an EV and plug-in hybrid, but for many this mild-hybrid version will be the ideal choice. It delivers good economy, adequate performance and much of the EV's refinement. The Aircross has no sporty ambitions at all, and amen to that: this is a spacious, comfy and good-value SUV that puts occupants – and their safety and well-being – at the top of the pile.

Jordan Katsianis

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IT'S best not to mistake the '130' moniker of this new Skoda Fabia for its rating in horsepower, because that would be underselling this charming little package. In fact, by celebrating 130 years of Skoda, and matching that figure with a 130kW (174bhp) power output, this new range-topper could be the model that finally puts Skoda's competent, if bland, supermini in the spotlight.

Under the skin there are a fair few changes over the existing Fabia, starting with the engine. The 1.5-litre turbocharged four-cylinder motor has been given a subtle increase in power, up from the 148bhp in the range's previous flagship model. This is due to a number of changes beyond just a tweak to the ECU, including various unique components inside the engine.

The result isn't just more power, but also more of it available across more of the rev band. Peak torque is still 250Nm, and the car gets from 0-62mph in 7.4 seconds – 0.6s quicker than the next-fastest Fabia.

There are some chassis changes, too, including a 15mm drop in ride height and a stiffer suspension set-up specifically calibrated for the standard 18-inch wheels. There's also a dual-stage electronic stability control system that allows a little slip under hard acceleration, while the revised steering is more feelsome and engaging than in any previous Fabia.

The design tweaks are very subtle. The grey wheels contrast with red calipers and there's a small gloss-black splitter, a rear wing and new rear bumper insert. A twin-pipe exhaust system, plus a few unique 130 decals complete the exterior package.

At the same time, there are also some very welcome changes to the interior, with a superb set of new seats and plenty of sporting details that add some tinsel to an otherwise pretty dull cabin. The infotainment system is feeling a little dated, which is to be expected considering the Fabia's relative age, but it all works, there's plenty of physical controls for the air-conditioning, and it's a quick process to de-select the more annoying driver aids.

Overall, there are just enough visual cues that something fizzy might be happening under the skin – as it should be with any high-performance Skoda.

Sadly, that theatre is quickly undone by the engine. Although it has lots of performance, it's also about as charismatic as boiled turnip. The consistent power delivery means that while it does perform very well from low revs, there's little reason to hold onto the gears. The engine's refinement only helps to accentuate this feeling – it's effective, but not exactly exciting.

Skoda says it has tweaked the dual-clutch box, but the changes haven't really gone far enough, because the gearshifts are still quite slow, even using the steering-wheel paddles. The brakes are typically VW-Group sharp and difficult to modulate, but they're powerful, with the strength exaggerated by the car's relatively low 1,271kg kerbweight.

Chassis feel, however, is where this new Fabia claws back some appeal. There's a lovely flow to the way this little car covers ground, and while the body roll is kept in check, there's enough compliance in the suspension for it to be comfortable. Combined with its torque-rich engine, it makes this supermini almost feel like a mini-GT, with easily accessible performance matched to a capable chassis.

It's not exciting in the same way as a Hyundai i20 N or Ford Fiesta ST, but it doesn't pretend to be. After all, this Fabia doesn't wear the iconic vRS badge.

One main thing undermines this package, though: its price. Pushing £30,000 for a Fabia is a big ask. Obvious competition would be the more powerful Polo GTI, which costs barely £1,500 more but offers more speed, charisma and capability.

If you're able to go electric, the competition is even hotter, because thanks to the Electric Car Grant, you can run off in a 178bhp Alpine A290 for pretty much the same price as the Skoda.

By contrast, the Fabia 130 makes its statement in a relatively retro fashion. A small petrol car with plenty of performance equals big fun, but for this much money there's just too much strong competition to ignore the Fabia's shortcomings.

ESSENTIALS
Skoda Fabia 130

Price: £29,995 **On sale:** Now
Powertrain: 1.5-litre four-cylinder turbo petrol
Power/torque: 174bhp/250Nm
Transmission: Seven-speed dual-clutch auto, front-wheel drive
0-62mph: 7.4 seconds
Top speed: 142mph
Economy/CO2: 50.4mpg/126g/km
Size (L/W/H): 4,108/1,780/1,459mm

SPORTY 130 stands out from regular Fabia with unique upholstery, black door mirrors (right) and twin exhaust pipes

FIRST DRIVE Czech brand cele
the launch of a new range-topp

6SZ 2743
CZ
130

> “This supermini almost feels like a mini-GT, with easily accessible performance matched to a capable chassis”

a Fabia 130

brates its 130th birthday with
ing version of its smallest car

SKODA
6SZ 2743
FABIA

INTERIOR
New seats are superb, but infotainment system is showing its age

VERDICT ★★★½☆

THE new Fabia 130 is not a hot hatch like a Fiesta ST or Polo GTI, but it has a different appeal by providing easy and accessible performance, with little compromise in comfort or everyday driving. If you consider the Fabia 130 as a mini-GT, its surprising turn of speed and general polish make it a unique proposition amongst its supermini brethren.

CUPRA LEON

Price new: £32,140 **Price used:** From £14,000 **Engine:** 2.0-litre turbo petrol
Gearbox: Seven-speed auto **Power/torque:** 296bhp/400Nm
0-60mph: 5.7 seconds **Top speed:** 155mph

IF one hot hatch literally flies under the radar, it's the Cupra Leon. It's a close relative of the VW Golf GTI but, without the weight of expectation that car's badge carries, the Spanish sibling is something of an unsung hero in comparison.

The top-spec VZ3 features a 297bhp version of the VW Group's EA888 four-cylinder petrol engine. It's connected to a twin-clutch gearbox that delivers quick shifts, while Dynamic Chassis Control allows you to choose between a sporty or comfortable ride.

The most recent exterior update helped to separate the Cupra Leon from the SEAT version, but it's still a pretty subtle way to have driving fun without drawing attention to yourself– even Cupra's trademark copper details don't seem as 'in your face' as the styling on some other hot hatches.

DEAN GIBSON

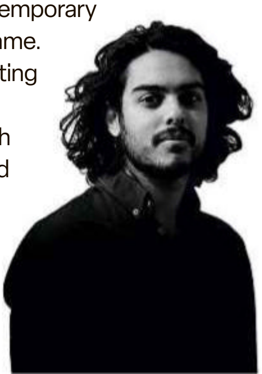
MAZDA 3

Price new: £25,030 **Price used**: From £10,000
Engine: 2.0-litre four-cylinder petrol
Gearbox: Six-speed manual or auto
Power/torque: 120bhp/212Nm
0-60mph: 10.4 seconds **Top Speed:** 122mph

MY most underrated car is an inexpensive family hatch from Japan. The Mazda 3 is a fine car, but the fourth-generation model is on this list is because it just looks so damn good. Through a designer's eye, there are details that are so finely styled and surfacing so deftly executed that I really think it deserves a spot in the contemporary automotive design hall of fame.

And remember, this is sitting over the top of mundane hatchback proportions, with enough space in the second row for people. Plus it's incredibly affordable.

JORDAN KATSIANIS



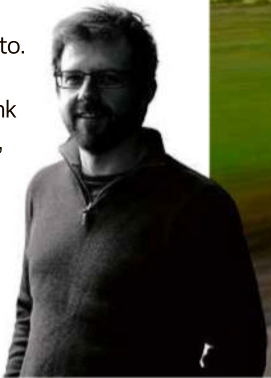
PEUGEOT E-RIFTER

Price new: £30,850 (before £1,500 electric car grant)
Price used: From £14,500 **Powertrain:** 52kWh battery, 1x e-motor **Gearbox:** Single-speed auto
Power/torque: 134bhp/270Nm **0-60mph:** 11.7 seconds
Top Speed: 82mph

THE Peugeot Rifter is far more versatile than the SUVs people think they need. It's primarily available in electric form, so you don't need to worry about local air pollution or being accused of idling outside the school gates. And all Rifters have sliding doors, so you won't have to write a note because one of your cherubs has slammed a door into the car you've parked next to.

Yes, I know it's still a van with windows, but your children won't think you're cool no matter what you drive, so the sooner you get over that, the quicker you can get into this sorely overlooked family bus.

MAX ADAMS



AEX TEAM PICKS

OU
UNDE

In the latest of our series, th

“GERMAN-SALOON DRIVERS NEVER TOOK THE PRETTY ITALIAN SERIOUSLY, AND IT’S NOW ON ITS LAST LEGS”

ALFA ROMEO GIULIA

Price new: £43,750 **Price used:** From £10,500
Engine: 2.0-litre 4cyl petrol **Gearbox:** Eight-speed auto
Power/torque: 276bhp/400Nm **0-60mph:** 5.7 seconds
Top Speed: 149mph

THE Giulia was never underrated by the media, but it definitely was by buyers, given how few people were tempted out of their BMW 3 Series, Mercedes C-Class or Audi A4 when the pretty Italian landed back in 2016.

Alfa’s return to compact executive saloons after a five-year gap following the lukewarm 159’s demise caused much excitement, and in most areas the car didn’t disappoint.

But despite that excitement, how well it drives and how great it looks, those German-saloon drivers never took the beautiful Italian seriously, and it’s now very much a car on its last legs, the sole 276bhp non-hybrid petrol engine at odds with the modern electrified world.

PAUL BARKER

R TOP 10 MOST ERRATED CARS

ne Auto Express team pick out hidden gems that they think deserve a better rep

LOTUS ELETRE

Price new: £84,990 **Price used:** From £64,950 **Engine:** 112kWh battery, 2x e-motors **Gearbox:** single-speed auto **Power/torque:** 603bhp/710Nm
0-60mph: 4.5 seconds **Top Speed: 160mph**

HEARTS sank faster than the Titanic when Lotus unveiled the Eletre: an electric SUV designed to keep the British sports car maker afloat. Yet, just like the doomed liner, the Lotus Eletre is actually something of an engineering marvel.

A two-tonne zero-emission luxury SUV hardly screams ‘simplify then add lightness’, but the Eletre still channels much of the Lotus DNA into a more practical and fashionable form. Plus, boasting a unique “porous” design, the sculpted vents and active aerodynamics make the Eletre feel much more exotic than rivals.

The leather-wrapped interior is at odds with the stripped-back Elise, but the SUV makes up for it on the road. Its steering is incredibly quick and precise for a car of this size, which makes threading it down tight country roads a joy.

TOM JERVIS

GENESIS ELECTRIFIED G80

Price new: £75,615 **Price used:** From £35,000 **Powertrain:** 94.5kWh battery, 2x e-motors
Power/torque: 365bhp/700Nm **0-60mph:** 5.1 seconds **Top Speed:** 139mph

ELECTRIC luxury cars make plenty of sense, because their near-silent running combines beautifully with a plush cabin to create an incredibly refined form of transportation. However, while most brands seem hellbent on releasing a new premium SUV every 15 minutes, the Genesis Electrified G80 is a good old-fashioned luxurious barge.

With top-shelf materials inside, and an exterior design that doesn't look out of place parked outside an overpriced hotel, the Electrified G80 already meets the luxury-car brief. Add its 354-mile claimed range into the mix and this car's appeal should outshine a number of its rivals, even though it doesn't. The fact that this is essentially a Hyundai means it should actually work, too.

SHANE WILKINSON

SKODA SCALA

Price new: £26,295 **Price used:** From £7,950
Engine: 1.5-litre four-cylinder petrol **Gearbox:** Six-speed manual
Power/torque: 148bhp/250Nm **0-62mph:** 8.2 seconds **Top Speed:** 137mph

DESPITE offering what our team describes as a "class-leading combination of space, quality, comfort and value", the Skoda Scala has always been a bit of an underrated gem alongside other family hatchbacks.

I drove the Scala for the first time last year, and was particularly impressed by its tech and the sheer amount of space inside, especially the boot. Meanwhile, the remarkably comfortable ride and quiet cabin make it an ideal motorway cruiser, especially with the smoother 1.5-litre engine under the bonnet.

ELLIS HYDE

"WITH TOP-SHELF MATERIALS AND A DESIGN THAT DOESN'T LOOK OUT OF PLACE OUTSIDE AN OVERPRICED HOTEL, THE G80 ELECTRIFIED MEETS THE LUXURY-CAR BRIEF"

AUDI E-TRON GT

Price new: £89,505 **Price used:** From £35,000
Engine: 105kWh battery, 2x e-motors **Gearbox:** Two-speed automatic
Power/torque: 496bhp/625Nm **0-62mph:** 4.2 seconds **Top Speed:** 152mph

YOU might not expect to see an Audi featuring in our list of most underrated cars, but for me, the e-tron GT is very much a hidden gem. Essentially a Porsche Taycan in a sharp suit, the electric e-tron GT offers everything its Stuttgart sibling does, but for less money.

The current e-tron GT does up to 384 miles on a charge and can add up to 177 miles of range in 10 minutes via a suitably speedy charger. Yet it's not all about boring range and efficiency figures: pick the right one and the e-tron GT packs up to 912bhp for 0-62mph in 2.5 seconds.

Throw in an exquisite interior, a comfortable ride and loads of tech, and you'll discover that the e-tron GT is not only a great EV, but also one of the finest sports saloons money can buy.

RICHARD INGRAM

SUZUKI SWIFT

Price new: £19,699 **Price used:** From £6,295
Engine: 1.2-litre four-cylinder petrol
Gearbox: Five-speed manual **Power/torque:** 81bhp/112Nm
0-60mph: 12.5 seconds **Top Speed:** 103mph

AT a time when cars are growing ever larger, ever heavier and ever more complex, the Suzuki Swift feels like it's politely sitting in the corner asking, "does it really need to be this way?". The Japanese supermini absolutely deserves to have its voice heard a little louder, because it's a thoroughly likeable little thing.

There aren't many cars that tip the scales at less than a tonne these days, but the Swift is one of the few that sways to the better side of that figure. For everyday drivers, that helps it sip the bare minimum of fuel, but it also works out well for keen drivers; that minimal mass means that the Suzuki is a whole heap of fun through the corners too.

Are there more luxurious cars on the market? Absolutely. But are there many as honest and as underappreciated? Well, that's a much shorter list.

ALEX INGRAM

TOYOTA PRIUS

Price new: £36,395 **Price used:** From £26,990 **Engine:** 2.0-litre four-cylinder petrol, 1x e-motor
Gearbox: CVT automatic **Power:** 220bhp **0-60mph:** 6.8 seconds **Top Speed:** 116mph

IN its latest guise, the Toyota Prius has become a likeable and, dare we say it, even a desirable car. When the fifth-generation car was first revealed in 2022, Toyota's decision to initially refrain from launching this new Prius in the UK was met with surprise, to say the least.

The reason for the decision was that the mild-hybrid Corolla had stolen the Prius' position, especially with the new model going plug-in hybrid-only. In 2025 Toyota reversed its decision and has brought the Prius to the UK – we think that's great news, because not only is it a well built and efficient family hatch, the Prius also drives surprisingly nicely and looks very cool.

ALASTAIR CROOKS

Jordan Katsianis

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BUILDING a car is an expensive and resource-heavy process. Now, more than ever, signing off a new model with a multi-billion-dollar development bill can be a very difficult exercise.

But what if there were no limits, and the realities of commercial success didn't get in the way of pure creativity?

It's something we often ponder as a team, so to celebrate the new year we've drawn up a list of six cars we'd love to see in showrooms, if money and business logic were no object.

Whether they are inspired by a specific former model, a derivative that would give life to a manufacturer's current line-up, or something totally pie-in-the-sky, we've imagined half-a-dozen dream cars from across the motoring spectrum.

JAGUAR XJE SHOOTING BRAKE

– PHIL McNAMARA

WHAT makes a new-generation Jaguar? Exuberant proportions and luxury positioning, the company vows. Well, here's a concept that nails the brand's brief: a shooting brake with a ludicrously long nose flowing into a sleek but practical body, customised by a member of the Gucci family.

That exclusive proposition may sound straight out of the sketchbook of Gerry McGovern, the architect of new Jaguar's 'copy of nothing' design philosophy who left the company this month. But it's actually a motoring artefact from 35 years ago, a time when British coachbuilder Lynx sourced Jaguar XJ-S coupés and converted them into the Eventer shooting brake – and whose Gucci collaboration was an epic fail.

Nonetheless, I believe a reborn shooting brake should be one of the three new electric Jaguars in the brand's rebooted portfolio. If it looks familiar, that's because we've created the car using the design language from the Type 00 – the concept that broke the internet a year ago.

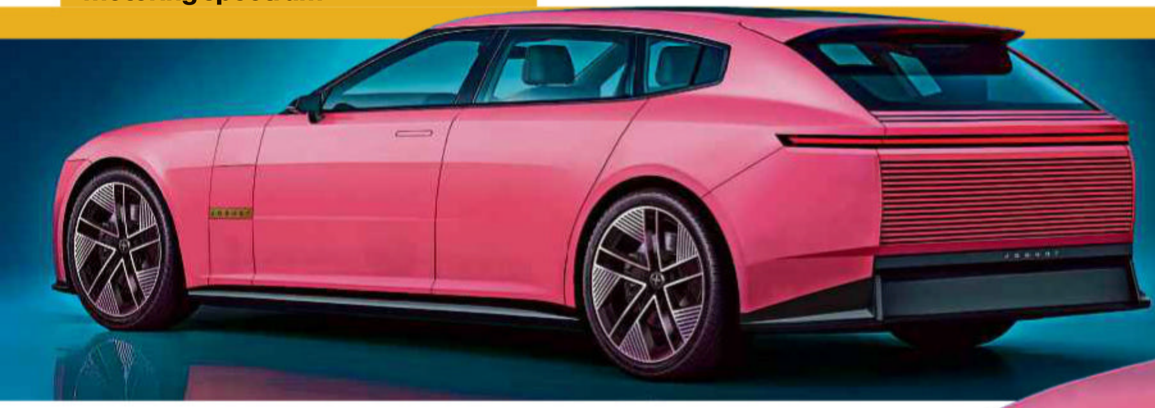
Lynx's original 1982 Eventer (pictured below) was a low-roof two-door estate, with proportions dictated by the donor car's coupé form. McGovern cited the XJ-S as one inspiration for the new Jaguars, with its long nose – a result of the V12 engine – also evident on the upcoming EVs. McGovern was determined to recreate the XJ-S and E-Type's 'prestige gap', the elongated space between the front wheel and windscreen, typically a function of a mighty petrol engine. Though not in the case of the new, zero-emission Jaguars.

"Electrification has impacted engineering – you're going to get a short bonnet if you embrace that. But this is an object of desire, a piece of art, not an A-to-B EV," McGovern told me last year.

Our 'XJE' – with the 'E' standing for Eventer and electric – subverts the shooting brake convention with its four doors, something Mercedes has done recently. The rear door handles are hidden to keep the design clean and faithful to its inspiration, although the glasshouse is narrower and the roof more sloping, to reflect modern design trends.

While the original Eventer rolled on 15-inch rims, our XJE packs 23-inch dished alloys, with low-profile rubber. Despite a length in excess of five metres, this Jag isn't chasing the 570-litre load-lugging capability offered by BMW's 5 Series Touring. Sleek exterior lines and an expensively trimmed interior are more important, but the rear seats would fold flat to accommodate longer loads.

While Jaguar calls its first new model a four-door GT, it hasn't confirmed which two bodystyles will



Bonhams Cars

PHIL McNAMARA Editor-at-large

"I BELIEVE A REBORN SHOOTING BRAKE SHOULD BE ONE OF THE THREE NEW ELECTRIC JAGUARS IN THE BRAND'S REBOOTED PORTFOLIO"

THE CARS WE WISH THEY WOULD BUILD

Auto Express staff name the models they'd love to become reality if brands weren't restricted by financial and commercial constraints

follow. A big SUV makes commercial sense, but lacks originality and impinges on the positioning of sister brand Range Rover. That's why the versatile and fresh XJE would be the perfect companion model to sit alongside the electric GT.

With its smaller frontal area and lower ride height, the XJE would be more aero efficient than an SUV, and travel further on a full charge. And it would drive far more dynamically, with ride and handling guru Matt Becker able to tune the shooting brake to deliver engaging steering, steadfast grip and sublime Jaguar ride comfort.

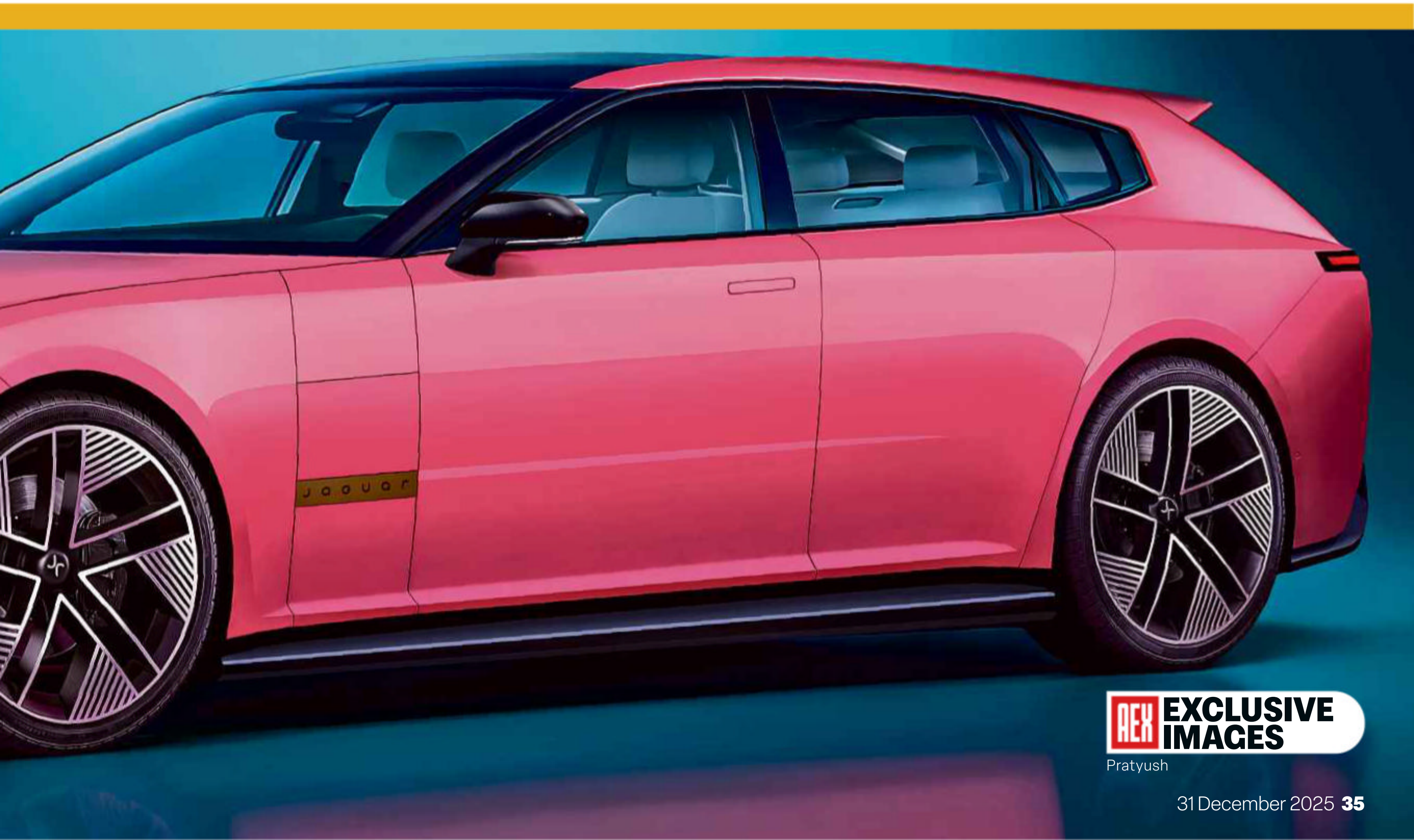
The XJE's range shouldn't be far off the 478 miles Jaguar promises for the GT, whose high-voltage electrical architecture will be able to replenish 200 miles of range in just 15 minutes.

But with a new CEO, PB Balaji, in charge of Jag's relaunch and McGovern gone, JLR's engineers are sure to be asked if the Jaguar Electric Architecture (JEA) can be reconfigured for hybrid power. And it's a supplementary drivetrain we imagine for this XJE: JLR's inline six-cylinder engine mounted in the nose to act as a generator, feeding the battery to power high-performance electric motors front and rear.

Executives claim the electric GT will be the most powerful Jaguar in history. But a range-extender drivetrain, where electric motors drive the wheels, will be in keeping with the GT EV and help Jag break from its risky, pure electric dogma and broaden the sales potential. The XJE would cost from £130k; the GT is tipped to start at around £120k.

And that's before any luxury collaborations crank up the price – just like the Lynx Eventer Disigno Di Paolo Gucci. Originally planned as one of 20 luxurious Eventers, the first was unveiled at the 1990 Geneva Motor Show – and Lynx was instantly served with a writ for using the Gucci family name without a licence, which sunk the entire project.

Rebooting the Eventer idea might not entirely be a copy of nothing, but it would be daring, unexpected and the chance to legitimise a crazy spin-off from the Jaguar universe. Bring it on, JLR!



AEX EXCLUSIVE IMAGES

Pratyush

EXCLUSIVE IMAGE

Pratyush

ALASTAIR CROOKS Senior news writer

"SURELY THE DBX'S SUCCESS COULD NOW BE SHARED WITH A FOUR-DOOR SALOON, TOO?"

MG 3 XPOWER – PAUL BARKER

PAUL BARKER Editor

> "MG HAS A RICH VEIN OF HERITAGE TO TAP INTO, FROM CLASSIC SPORTS CARS TO THE ZR AND ZS OF THE 2000S"

AT some point, one of the Chinese brands has got to go crazy and do something fun. And MG, in some ways the least Chinese of the lot, could be in a strong position to capitalise on the dearth of affordable hot hatches.

The Ford Fiesta ST, Hyundai i20 N and even Suzuki Swift Sport are no more. RenaultSport Clios may make a reappearance but not for a few years, while a VW Polo GTI costs more than £31k and a MINI Cooper JCW a couple of grand more than that. The Peugeot 208 GTi and returning Vauxhall Corsa GSE are going electric and will take on the Alpine A290 or Abarth 500e.

What we're really missing, is a cut-price petrol-powered performance hero – the kind of hot hatch that could offer fun on a budget and bring some real attention to a car maker's line-up.

MG is well placed for a few reasons. Obviously the heritage is a big one, and there's a rich vein to tap into – from the classic sports cars to the underrated and adept, but flawed, MG ZR (pictured, far right) and ZS of the 2000s. Those cars were produced by talented and under-resourced engineers in the last desperate throws of a floundering MG Rover about to go under.

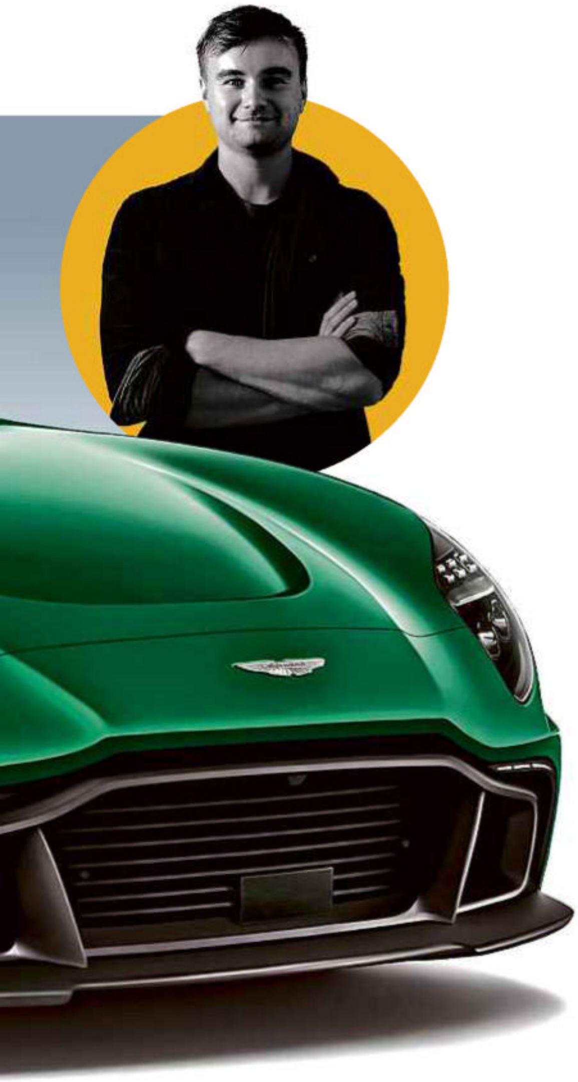
MG already has the brand, too, and has even dipped a toe in the water of modern hot hatches with the lightning-quick but otherwise entirely regular electric MG 4 XPower. Sub-four-second 0-62mph acceleration from a family hatchback is obscene, but MG would have to work harder on the looks and the handling to make a proper hot hatch, rather than the traffic-light champion that is the MG 4. It's pointlessly and amusingly rapid, but hasn't been engineered for anything other than straight-line sprints.

Luckily, there's a little gem in the range that could be a great basis for exploiting this hot-hatch void in the UK car market. We've always been impressed with how tidily the MG 3 handles, and the existing hybrid powertrain in the regular car puts out almost 200bhp, so could even be left as-is, or given a modest boost to differentiate the performance variant.

What it would really need is a little bit of that Longbridge magic that made the ZR and ZS good to drive: clever suspension tweaks and the bodykit that transformed the humble Rover 25 and 45 into something much more appealing and brought the brand to a younger audience.

So I'm asking for larger wheels, bigger bumpers, a neat rear spoiler that isn't full-on boy-racer silliness, and some bright bold colours to mark out the playful hot hatch. Add some red contrast stitching and nice sports seats inside, and ideally wrap it all up for well under £30k.

But it's got to handle well, too. I want a car that can stand up to comparisons with some of the best and most well thought of recent hot hatches – cars such as the Fiesta ST or i20 N. It's not about outright power; this thing would be light, agile and most of all, fun.



ASTON MARTIN LAGONDA - ALASTAIR CROOKS

FOUR-door Astons have had a slightly truncated history. There was the achingly beautiful Lagonda Rapide of the sixties (pictured, top left), the wedge-shaped seventies Lagonda and the DB9-based Rapide of the 2010s. Then, the Lagonda name returned on the Lagonda Taraf – a retro-inspired saloon limited to 200 units at £700,000 a pop in 2015. More recently there were plans to turn 'Lagonda' into an ultra luxurious, pure-electric sub-brand – which was axed by Aston Martin boss Lawrence Stroll in 2024.

The DBX luxury SUV has proved there's a place for four-door Astons, becoming the brand's best-selling model bar none. Surely that success could now be shared with a four-door saloon, too?

Keeping things within the realms of possibility, the tech underpinnings of my reimagined Lagonda come from Mercedes, which owns a minority stake in the British firm. The firms have a partnership to share powertrains, electrical architectures and tech. Even Adrian Hallmark, Aston's CEO, told us that the Mercedes-AMG EQS "gave him hope", with clever tech that "physically resonates" with the driver.

So the Merc we've chosen to share its tech is the AMG GT XX concept – unveiled last summer. The concept uses axial-flux motors developed by British firm YASA and the three of them combine for 1,341bhp – plenty for a continent-crushing Aston Martin, I think. But our concern is how Aston might try to replicate the sound of one of its legendary V12s – ambitious, if not impossible.

With heavy input from AMG, the Lagonda's chassis dynamics should be polished enough. The tri-motor layout is designed with torque vectoring in mind, and will help hide the fact this will surely be the heaviest Aston saloon to date. Compared with what's expected from AMG, the Lagonda would benefit from a slight additional damping of the suspension for a more relaxed driving experience.

The baseline for our Lagonda interpretation's exterior comes from the AMG GT XX concept, though we've made sure to give it a contemporary Aston Martin influence. The paint is a mix of British Racing Green and Aston's newer 'Podium Green', contrasted by gold wheels taken from the DBX.

The upright, Kamm-back-style rear is still there, but we've given the car a sleeker front than the AMG concept. Without the need for engine cooling we can position the nose further down, while including Valhalla-inspired lines.

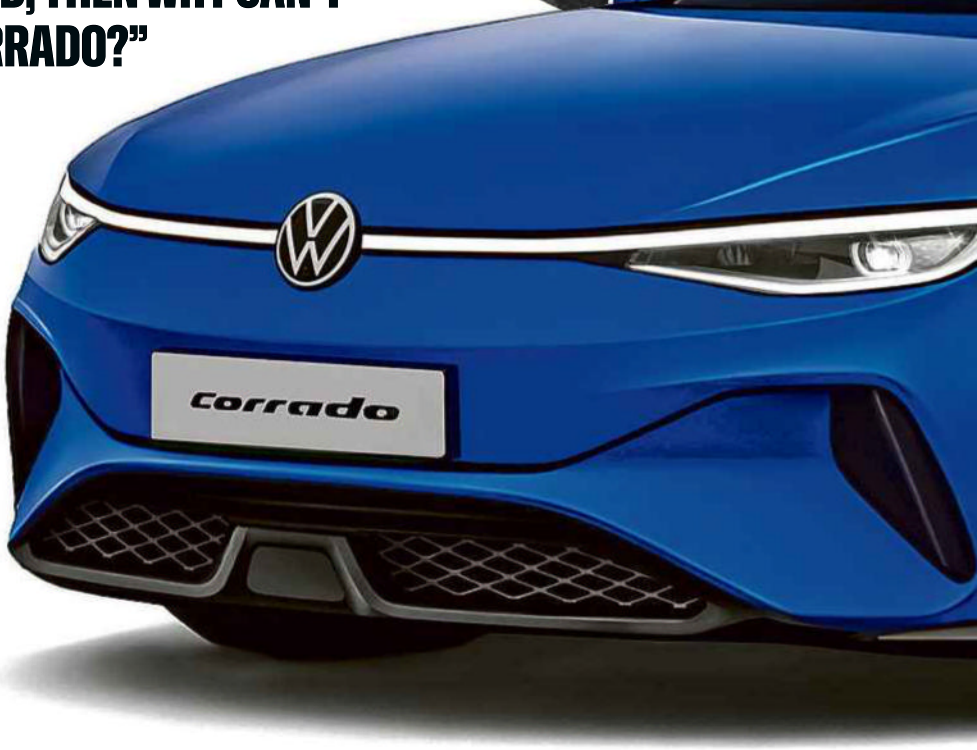
MG
MG3 X POWER
EXCLUSIVE IMAGE

Pratyush

VOLKSWAGEN CORRADO – ELLIS HYDE

ELLIS HYDE News reporter

"IF THE ONCE UNCARED-FOR FRONTERA CAN RETURN FROM THE DEAD, THEN WHY CAN'T THE CORRADO?"



VOLKSWAGEN wants you to know it's doing is hardest to once again become the brand everyone loves, by returning to its old ways. That's why the new ID. Polo (see Page 8) will have a more functional and higher-quality interior than the firm's other recent cars, and will wear a much-loved, long-serving nameplate instead of an anonymous number on the bootlid.

But one tradition Volkswagen hasn't brought back – at least not yet – is building a sexy sports coupé to debut its latest powertrain technology. This bright idea is what gave us the Scirocco in the seventies, and its successor, the cult Corrado (my personal favourite), in the late eighties.

For those unacquainted with the Volkswagen Corrado, the chunky yet frankly gorgeous 2+2 sports coupé was based on the contemporary Golf hatch, but faced off against cars such as the Honda Prelude, Porsche 944, BMW 3 Series and even the original Audi Quattro Coupé. It was offered with a choice of engines, but the most important was the now-legendary VR6.

Despite being adored by critics and driving enthusiasts at the time, the Corrado was expensive and sales were slow, so it was axed in 1995. But if the once uncared-for Vauxhall Frontera can return from the dead, then why can't the Corrado? Especially when Volkswagen has some new stuff it needs a showcase for.

For starters, the German giant is preparing to launch its first range-extender (REx) powertrain in Europe. Such a set-up uses a small petrol engine solely to generate energy for one or more electric motors that actually drive the car's wheels, meaning it offers the flexibility and range of a hybrid with the responsiveness and effortless power delivery of an EV.

We have some idea of the performance a range-extender can deliver within the VW Group. Just look at the Cupra Tindaya concept, which featured a set-up just like this with nearly 500bhp, all-wheel drive and a 0-62mph time close to four seconds.

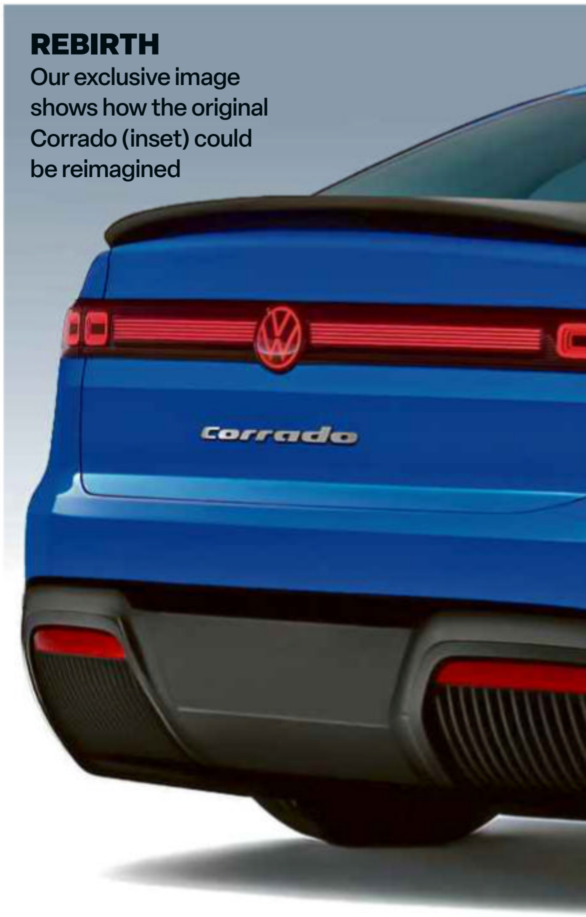
A new Corrado could also use Volkswagen's next-generation Scalable Systems Platform (SSP) architecture, which is being introduced in the next few years. It's been designed for EVs but can accommodate combustion power as well. Range-extender powertrains, specifically.

I'm sure the bean counters at Volkswagen will want all this innovative (and costly to develop) new technology to be introduced in a family-friendly hatchback or SUV, but a new Corrado project would be the perfect excuse for the engineers and designers to let their hair down and make something unexpected, and sporty. Plus, it would give the brand's line-up an exciting but attainable halo model to challenge the new Prelude, which is also hybrid-powered.

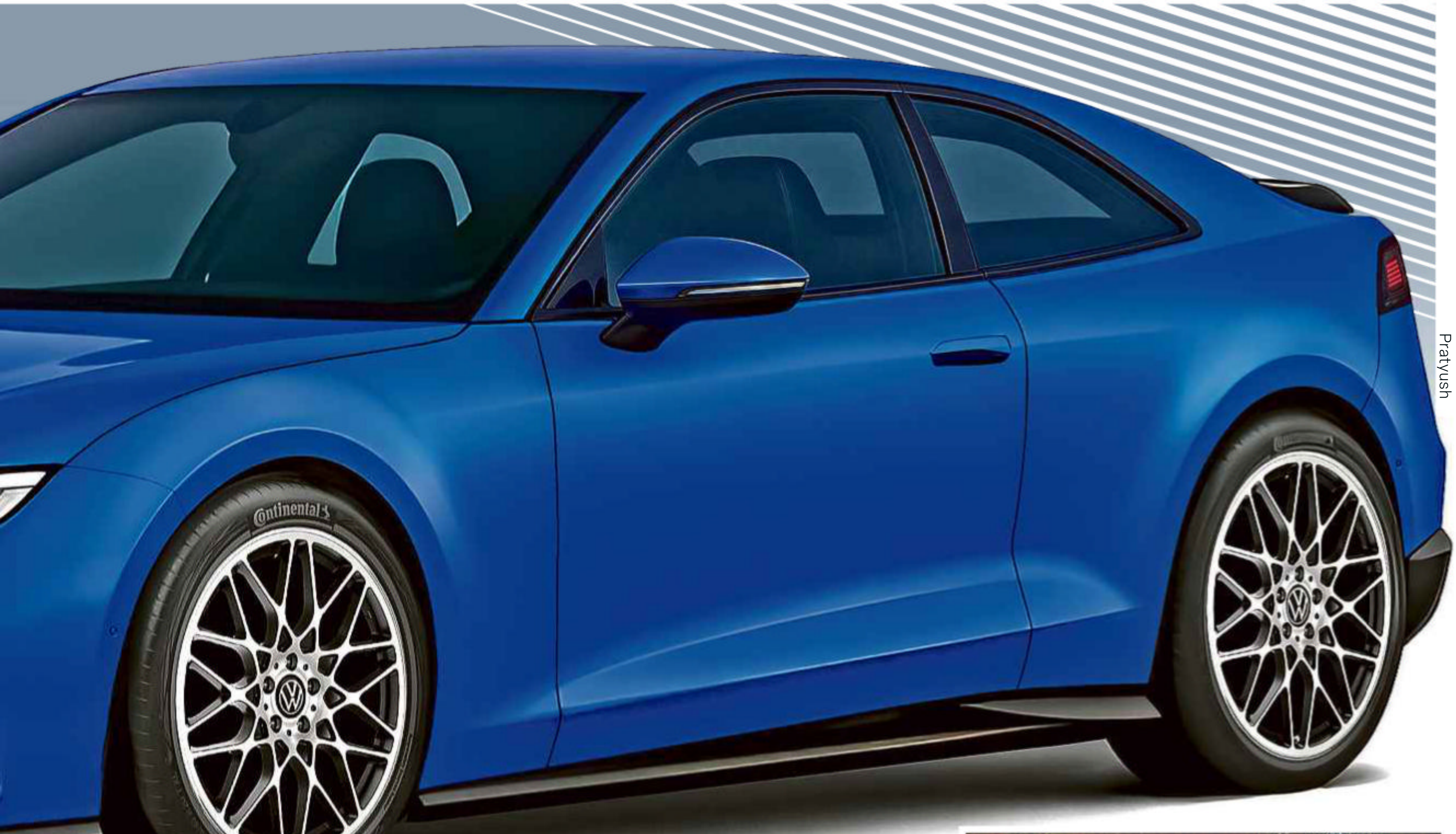
The name Corrado will mean nothing to the younger generation, but to win over passionate petrolheads and V-Dubbers that might want to buy a new one, the modern interpretation would need to stick very closely to the original's athletic and iconic silhouette. Our exclusive image shows what that could look like, with a kinked window line rising towards the rear, a trapezoidal C-pillar and short rear deck with a large active spoiler.

Of course, VW's design boss Andreas Mindt and his team would want their own spin on the thing, hence the less blocky front end with sharp LED lighting, more pronounced yet carefully sculpted bodylines, and a full-width lightbar across the rear. A set of BBS wheels with razor-thin spokes completes the look.

"ONE TRADITION VOLKSWAGEN HASN'T BROUGHT BACK – AT LEAST NOT YET – IS BUILDING A SEXY SPORTS COUPE"



REBIRTH Our exclusive image shows how the original Corrado (inset) could be reimagined



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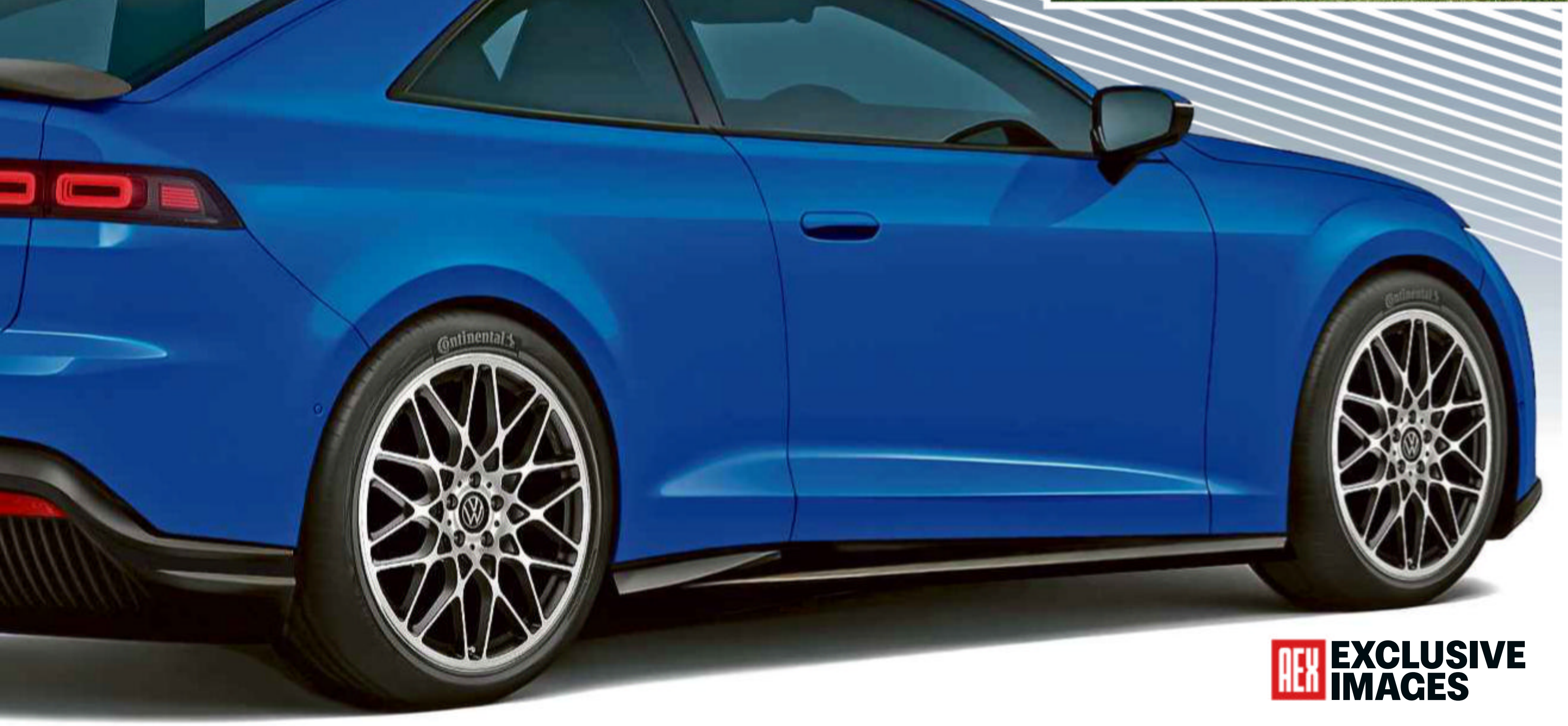
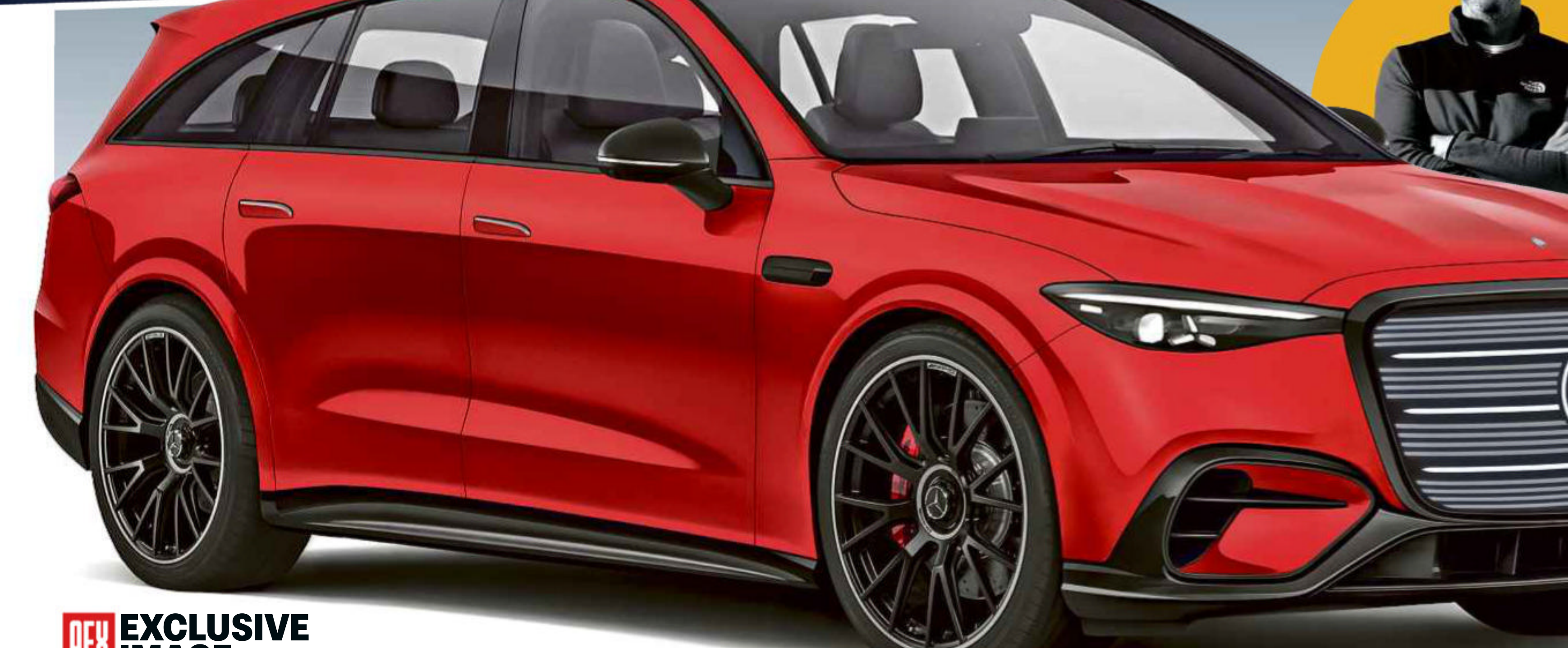


AEX EXCLUSIVE IMAGES

MERCEDES R 63 AMG - RICHARD INGR



EXCLUSIVE IMAGE

Pratyush

MAZDA EUNOS COSMO - JORDAN KATSIANIS

EVEN for this list, a large, luxurious Mazda four-seat coupé is on the edge of reason. But I reckon this could be the car that finally cements Mazda as a true premium brand.

First of all, it's not a stretch to consider Japanese products or designs to be 'luxury' in this day and age. As a culture, the Japanese have a level of sophistication and attention to detail across almost every aspect of their lives, so to see this in a modern luxury GT coupé could create a whole new era of luxury cars.

Mazda tried this before. In the early nineties it produced a car that inspired my choice: the Eunos Cosmo coupé (pictured, right). This four-seater didn't just look sleek, but also doubled down on Mazda's extraordinary ability to think outside the box to create some truly wild engineering. The triple rotary engine was one example of this – there has never been another passenger car with this engine layout – and it was the first ever production car fitted with satellite navigation. This was just as much an icon of mechanical technology as it was digital.

So what about a new generation? Using the latest Coupe X Concept from the 2025 Japan Mobility Show as a baseline, that car's twin-rotary hybrid set-up would make a perfect powertrain choice. Running on battery power in and around urban areas, and then switching to ICE for high-speed applications, it would make a great combination for everyday use.

And there are other, even more detailed benefits to the layout. Rotary engines historically are short on torque, something the electric motors could easily in-fill, creating a punchy but incredibly smooth torque curve. Rotaries are also decidedly compact, which would help with packaging.

This engine would need to be paired with Mazda's Kodo design language, one that focuses on delicate details and complex surfacing to create a sleek shell to encase all this clever tech. Traditional Japanese craftsmanship could also be employed inside the cabin, with things like 'Tsugite', which is intricate Japanese joinery that does without metal fasteners, for example. You could get in the tech wizards to design digital interfaces that work in harmony with the colours and materials, too.

Who would buy it? Who cares! But for those who are bored of German over-complication or not interested in the slightly stuffy British interpretation of luxury, there is definitely a gap in the market. Let's not forget that Japan is very 'in' at the moment, with almost any form of Japanese culture – whether derived from tradition or pop – considered the pinnacle of society.

So, what harm could a world-beating luxury coupé built to appeal to pure desire do, when almost no one else on earth is doing it?

RICHARD INGRAM Deputy editor

“NOTHING OF THE R 63 AMG’S TYPE HAS BEEN SEEN SINCE, SO I RECKON IT’S HIGH TIME MERCEDES BACKED A BANGER AND BROUGHT BACK THE R-CLASS AS A HIGH-PERFORMANCE EV FLAGSHIP”

MPVs fell out of favour sometime in the mid-noughties. Most were dull, boxy kid-carriers with little to inspire the driving enthusiasts amongst us. But every now and then, something special crawled out of the woodwork, throwing the rational rulebook through the window to give the minority exactly what they wanted.

That happened in 2006, when Mercedes revealed its frankly absurd R 63 AMG. By fitting the 503bhp 6.2-litre V8 from the ML, it transformed the people mover into a firebreathing seven-seat sports car. Nothing of its type has been seen since, so I reckon it’s high time Merc backed a banger and brought back the R-Class as a high-performance EV flagship.

It arguably makes more sense now than it did then. Using the firm’s latest MB.EA electric architecture, you’d have none of the original car’s package compromises – such as the whopping great V8 in the nose, or the driveshafts sending power rearwards for the necessary 4Matic all-wheel drive system. With the right dimensions you could have seven proper seats, and no compromise in the third row.

I’m not a huge fan of Merc’s current addiction to touchscreen real estate, but there’s no arguing that its latest models have seen a sizable uptick in cabin quality. The maker even offers a certified vegan interior on the GLC – increasingly very relevant today, and something that could easily be applied to my fantasy AMG.

While we’ve yet to get a good look at any of the forthcoming souped-up SUVs due over the next few years, there’s no way Mercedes-AMG would let a hypothetical R 63 leave its Affalterbach factory without a pair of motors developing more than 700bhp and close to 1,000Nm of torque – so we can use that as a starting point. Throw in some clever chassis tech, performance brakes and a set of grippy, performance-oriented tyres, and you’ve got the ultimate wolf in sheep’s clothing.

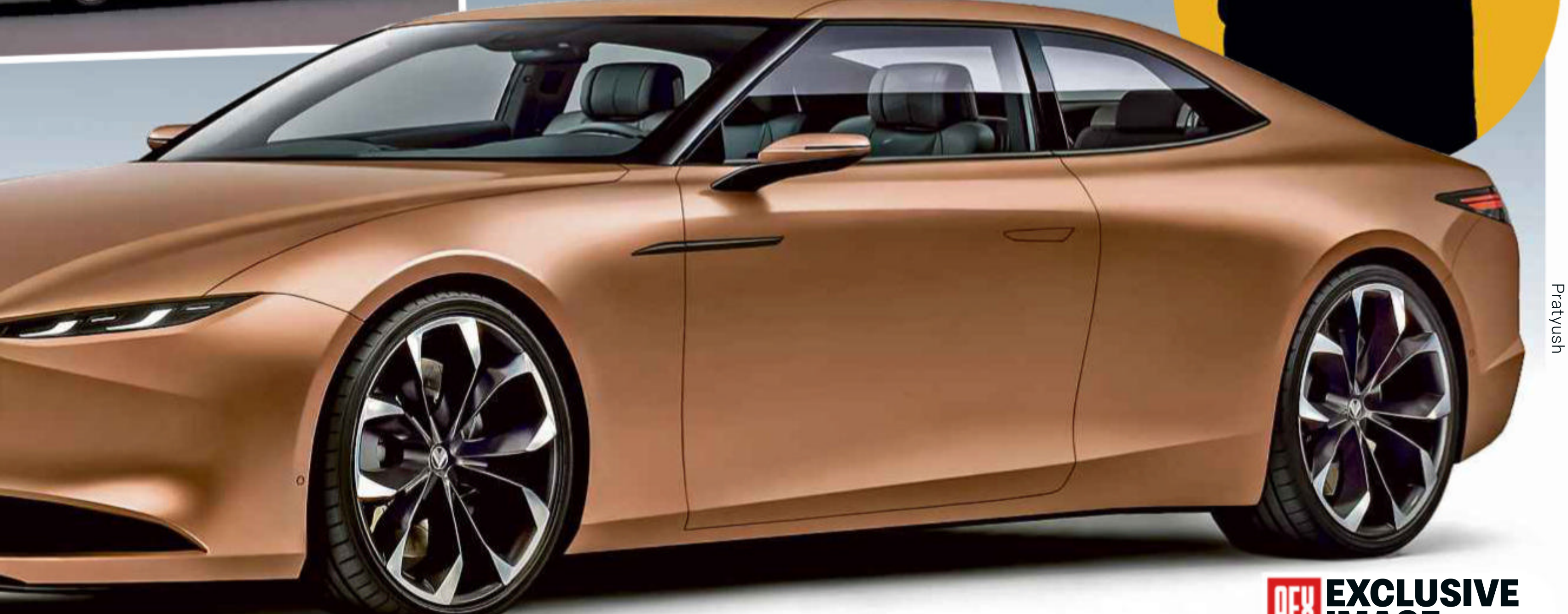
Talking of clothing, in true AMG fashion, my hot R-Class EV gets a subtle bodykit with pumped-up bumpers and large multi-spoke alloy wheels. While I wouldn’t choose it myself, it seems appropriate to include a take on Merc’s polarising illuminated grille – here with a series of light strips rather than the 942 back-lit squares you’ll find on the latest GLC. Marginally less chintzy, if you ask me.

Inside, if you ignore the huge, dash-spanning infotainment screen, then it all centres around the electric R’s gargantuan cabin. Space is key with any tailor-made family car, and the R 63 is no different. Room to stretch out in every row, heated seats even in the very back, plus climate controls in the armrests so everyone can set the temperature just right. Let’s also throw in a massive boot, plus a generous frunk to provide room for the charging cables under the bonnet.

Ladies and gentlemen, the Mercedes-AMG R 63 with EQ Technology is the ultimate modern-day dad wagon.

JORDAN KATSIANIS Senior staff writer

“IT’S ON THE EDGE OF REASON, BUT THIS COULD BE THE CAR THAT CEMENTS MAZDA AS A TRUE PREMIUM BRAND”



Pratyush

EXCLUSIVE IMAGE

HATCH OF T

Sleek hatchbacks make more sense than bulky SUVs when it comes to EV efficiency. Kia's EV4 is the new boy, and we've pitted it against Renault's sharp-looking Megane

THE DAY

Pete Gibson

ESSENTIALS

Kia EV4 GT-Line

Price: £39,395

Powertrain: 81.4kWh battery, 1x e-motor, 201bhp

0-62mph: 7.9 seconds

Test efficiency: 3.9 mi/kWh

Official range: 362 miles

Annual VED: £195

Renault Megane E-Tech Iconic Esprit Alpine

Price: £35,495 (before £1,500 EV grant)

Powertrain: 60kWh battery, 1x e-motor, 215bhp

0-62mph: 7.4 seconds

Test efficiency: 3.8 miles/kWh

Official range: 285 miles

Annual VED: £195

KIA EV4 vs RENAULT

Korean and French EVs are ready for hatchback renaissance

HEAD TO HEAD

IS the hatchback making a comeback? After years of SUVs being the most fashionable bodystyle among buyers, there's a sense that things are switching back. The drive for extra efficiency from car makers – especially among their fully electric models – is no doubt playing its part. The smaller, lower and sleeker shape cuts through the air a little better than bulky SUVs, and this helps overall range.

The latest all-new hatchback to arrive is the Kia EV4. It'll have a petrol sibling in the form of Kia's K4, but this is the cutting-edge electric model. It's a striking-looking car, which is helped by the fact that its much lower roofline makes it become the rarer, more interesting shape on our roads.

We've faced the EV4 off against the Renault Megane E-Tech. The firm has hit a rich vein of form with its smallest EVs, and that's stolen the limelight somewhat from this very sharp-suited five-door car But how do they compare on the road? Can the Kia compete with the talented Renault? And are they good and smart enough to make an SUV alternative a bit redundant?

CONTENDERS

Kia EV4

KIA has long offered the petrol Ceed – which is about to be replaced by the K4 – in this class, but the EV4 moves things onto the fully electric generation. It's also a little larger than the Ceed – and many of its more traditional hatchback rivals – but is still priced fairly keenly against the rest of the electric hatchback crowd.

The model we're driving here is in GT Line trim, which is priced just below the £40,000 'luxury car' VED levy, at £39,395, while the range starts at £34,695.

ON THE ROAD

FOR two cars competing at a similar price point, the way they drive feels starkly different. While the Megane feels sharp through turns, with suspension that's a touch on the firm side, the Kia is softer and more laid back – but at times still a little fidgety over bumps. Neither model will trouble the quickest cars in the class, but they offer decent punch, with the Megane feeling marginally more sprightly than the Kia.

TECH HIGHLIGHTS

THESE two are closely matched in terms of motor specs, with the Megane's 215bhp/300Nm unit just outpunching the Kia's 201bhp and 283Nm. But the Kia's 81.4kWh battery is significantly larger than the Renault's 60kWh unit, so it has the potential for a much greater range than its French rival. That large battery comes with faster charging, too, with the Kia's 150kW peak speed pipping the Renault's 130kW.

PRICE AND RUNNING

THERE wasn't much to separate this pair on efficiency, but the EV4's larger battery means that the similar energy usage translates into a greater real-world range. Our test figure of 3.9 miles/kWh test means that the EV4 can cover 319 miles, a brilliant figure even for long-distance drivers. The Megane's 3.8mi/kWh, combined with the 60kWh battery, is less convincing, working out at 228 miles of real-world range.

MEGANE

Renault Megane E-Tech

SITTING beside the show-stopping Renault 5 and 4, the Megane E-Tech is easy to overlook, but that would be a shame, because the more spacious, practical hatchback has lots to offer.

Much like its smaller rangemates, competitive pricing is one of its strengths, with the range starting from £31,295 – including the £1,500 Government electric car grant that the Kia is not eligible for. The top-spec Iconic Esprit Alpine we're testing here costs £35,495, including the grant.

FAMILIAR
These cars share a traditional hatchback bodystyle and contemporary EV powertrains

> **"SITTING BESIDE THE SHOW-STOPPING RENAULT 5 AND 4, THE MEGANE E-TECH IS EASY TO OVERLOOK"**

PRACTICALITY

ALTHOUGH these two cars sit in the same segment, the Kia is larger by some margin – a full 250mm longer. That allows the Megane to squeeze into smaller parking spots, but the EV4 has put that extra size to good use inside. It's most noticeable in the back, where the Kia has more space than its rival – especially in terms of knee room. However, its 435-litre boot is only slightly up on the Megane's 389 litres.

SAFETY

STRONG safety equipment levels are standard on the EV4, with even advanced assistance tech such as adaptive cruise control fitted on every trim level. While it hasn't yet been tested by Euro NCAP, we predict that the Kia will scoop the maximum five-star rating when it is. The Megane E-Tech achieved strong marks across the board when it was tested in 2022, and as such it was awarded a five-star rating.

OWNERSHIP

RENAULT performed strongly in our 2025 Driver Power owner satisfaction survey, scooping sixth place out of 31 manufacturers. That put it well above Kia, which only managed an underwhelming 18th. At least the Korean brand still maintains its superb warranty package, which runs for seven years. The Megane can match the Kia's cover for mileage but not duration; it comes with a three-year/100,000-mile plan.

KIA'S ever-growing electric car family sees the EV4 joining its line-up – and even among a very talented bunch, it's one of the brand's most convincing offerings yet. Spacious, largely comfy and competitively priced, it ticks many of the key family-car boxes, yet critically pairs them with a superb real-world range. There's lots of reasons to recommend the EV4, but if you regularly take on long motorway trips, then look no further.

MOTORS & PERFORMANCE 4.0/5★

FOR now, the EV4 is only available with one powertrain option. This takes the form of a single motor, with 201bhp and 283Nm of torque, that drives the front wheels. In an age of needlessly fast electric family hatchbacks and SUVs, those stats look fairly modest, but in reality the performance they offer is more than good enough for a car in this class.

Officially, the EV4's 0-62mph sprint varies from 7.5 to 7.9 seconds, depending on the spec and the size of the battery. There are two options to choose from; the entry-level model comes with a 58.3kWh pack, while the rest of the range gets a larger (and heavier, hence the slower 0-62mph time) 81.4kWh battery.

The throttle is nicely judged and responsive enough to make the most of that power, but not so sharp that it's hyperactive or overly jumpy in everyday use. A strong, consistent surge of acceleration easily takes the EV4 up to motorway speeds, and when slowing down again, we're big fans of the paddles behind the steering wheel to adjust the level of motor regeneration on the fly.

DRIVING 3.9/5★

DYNAMICALLY, the EV4 doesn't lead the class in any one area and it isn't very exciting to drive, but it's easy going behind the wheel, comfortable and refined for the most part.

AROUND TOWN At low speeds, the ride is a little bobbly over uneven surfaces. It's not harsh or jarring, but there's a feeling that it never quite wants to settle down. We noticed a slight release of the brake regeneration before the mechanical brakes started to bite; the transition between the two isn't as seamless as you'll find in some other similarly priced rivals.

A & B-ROADS The fidgeting subsides as the speed increases, and the EV4's ride becomes one of the softer and more forgiving in the class. The flip side of this is that the EV4 is always a little lifeless through turns. There's a bit of body roll, but turn the car into a corner and it never shows much enthusiasm about being asked to change direction. Even by the standards of some fairly weighty electric rivals, it feels a little lethargic.

MOTORWAY The soft suspension set-up comes into its own at speed, making the EV4 a very soothing car in which to cover long distances. Road noise is really the only blot on its high-speed copybook, but even then, tyre rumble is kept in check better than on rivals such as the Renault Megane E-Tech. That aside, comfort and refinement are great at motorway speeds.

MPG & RUNNING COSTS 4.4/5★

DECENT efficiency pairs with a large battery to give the EV4 one of the best real-world ranges we've experienced at this price point.

EV RANGE/ BATTERY/CHARGING Officially, the EV4 can cover as much as 388 miles on a single charge when fitted with the 81.4kWh battery. The extra spec – particularly the larger 19-inch wheels – of the GT-Line and GT-Line S versions trim that figure down to 362 miles on the WLTP cycle, but that's still a very strong figure for this class.

In the less-than-ideal conditions during our week with the EV4, with temperatures largely settling between 10-12 degrees Centigrade, it averaged 3.9 miles per kilowatt hour. That translates into a real-world range of 317 miles – a little down on the official figure, but a very impressive figure nevertheless.

The entry-level model's 58.3kWh battery inevitably results in a shorter overall range. Still, the official figure of 273 miles is fairly strong; assuming the smaller-battery model gets to within roughly 88 per cent of the official claim that its 81.4kWh counterpart achieved, we'd predict a range of around 240 miles for the smaller-battery model.

Both versions can charge at a maximum speed of up to 150kW. That's competitive, if not quite class-leading; some versions of the Volkswagen ID.3 can charge at up to 185kW. Even so, a 10-80 per cent top-up in 31 minutes (or 29 minutes for the 58.3kWh model) is reasonable for those occasions where you need to refresh the battery on the go.

A heat pump is only available on the GT-Line S as a £900 option. That same range-topping trim also gets a vehicle-to-load system plus an internal three-pin socket.

TAX Air models and the GT-Line dip below the current £40,000 luxury car VED tax banding – but in the case of the latter, it's only if you stick with the standard paint colour – optional metallic shades lift the price to £40,045.

INSURANCE Big-battery models sit in insurance groups 35 and 36, while the smaller-range model is rated at group 33.

DEPRECIATION Data from residual values expert CDL suggest that the Kia EV4 will

KIA EV

Korean brand's newcomer make

MODEL TESTED:

Kia EV4 GT-Line

PROS	CONS
Brilliant real-world range	Intrusive ADAS is hard to switch off
Overall comfort is impressive	Handling is lethargic
Cabin is spacious	Looks are polarising

TESTER'S NOTES

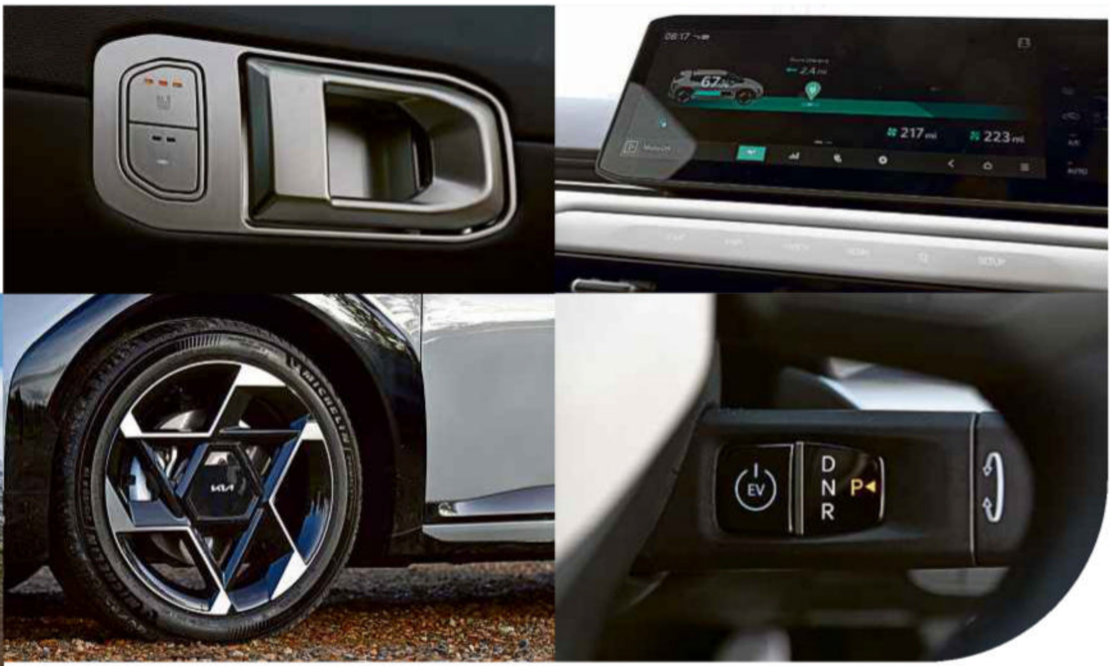
AS well as this hatchback EV4, Kia is also offering buyers the saloon-shaped Fastback model. Its rear end grows a full 300mm and the boot capacity increases to 490 litres, but the smaller opening makes that generous volume less useful in reality.

It's based on the EV4 concept that we first saw in 2023, but that car's razor-sharp creases and huge alloy wheels have been toned down for the road car. The end result is something that certainly looks distinctive, but to my eyes is a little gawky from some angles, too.

Alex Ingram
Chief reviewer

4

s a convincing case for itself



FEATURES

Seat heating controls are next to the door handles; 12.3-inch touchscreen is a bit larger than the Renault's 12-inch display

> **"SPACIOUS, LARGELY COMFORTABLE AND COMPETITIVELY PRICED, IT TICKS MANY OF THE KEY FAMILY-CAR BOXES"**

retain a similar amount of its original list price after three years or 36,000 miles as the Cupra Born and the Volkswagen ID.3. That figure is roughly 42 per cent, which is a bit less than the average for a new car.

INTERIOR & TECHNOLOGY 4.4/5★

KIA has done what some brands are still struggling to figure out: create an uncluttered, clean and fairly futuristic-looking interior that doesn't compromise functionality too much.

DESIGN The contemporary dashboard design sets the EV4 apart from many of its rivals by managing to look original yet fairly well laid out. Yes, the touchscreen is responsible for a lot – and there's a separate display just for the climate controls, which seems almost redundant when there's a row of big, physical climate toggles just below – but there is also a row of large shortcut buttons on the dash, plus the usual selection of physical controls on the steering wheel.

The EV4 uses largely the same dashboard design as the EV3, including the trio of screens housed within a single unit and a column-mounted gear selector, which is also where you'll find the start button. But unlike in its sibling, there's no sliding mini-table on the centre console, just a storage space which we think owners will find more useful.

QUALITY There's no hiding the fact that the EV4's interior is mostly made from hard plastic, but Kia has dressed things up by using various finishes and textures for the different surfaces. The door panels in the base Air model, for instance, feature light grey, sofa-like fabric and plastic that looks like it's made from crushed carbon fibre, while the GT-Line gets artificial-leather dash and seat trim.

There are also a few metal-effect elements on the dashboard to break things up, plus there are some squidgy materials dotted around, and everything in the cabin feels solid. But some rivals just feel more plush.

TECH AND INFOTAINMENT The EV4 is well equipped throughout the range, and for that reason the base Air models will likely be perfectly adequate for the majority of buyers.

Those wanting a little more kit can wander further up the range; the GT-Line brings extras including 19-inch wheels (up from the Air's 17-inch items), wireless smartphone charging, a digital key, ambient lighting and two-tone artificial leather upholstery, among a range of other styling tweaks.

The top-spec GT-Line S adds even more equipment, including uprated LED headlights with adaptive technology, ventilation for the front seat, heated rear seats, an electrically adjustable driver's seat, a powered tailgate, an eight-speaker Harman Kardon sound system and a head-up display.

PRACTICALITY 4.4/5★

IT'S a large car for the class, but that size is put to good use inside – cabin space is great.

FRONT SPACE Kia's latest interiors regularly offer a light and airy feel; this is in part due to the fairly open space around the driver thanks to the minimal lower dash and centre console, but it's also because the overall visibility is quite generous. There's plenty of adjustment in both the seat and the steering wheel, too.

REAR SPACE It's certainly biggish on the outside compared with a lot of rivals, but climb into the back and it's clear where that length has been put to good use. Knee room is superb for a car in this class, leaving back-seat passengers with loads of space in which to stretch out. It could be better, but for the fact that the floor level is a little on the high side; this both raises the thighs of longer legs from the seat base and reduces support, but also limits foot space under the front seats.

BOOT SPACE At 435 litres, the EV4's boot capacity is good, if not outstanding. But the opening is very large and the floor is pretty much level with the load lip, which makes it easy to haul larger items on board. Fold the seats down and they drop almost completely flat, and the boot volume grows to 1,415 litres.

RELIABILITY & SAFETY 3.9/5★

THE Kia EV4 hasn't yet been assessed by Euro NCAP, but its rangemates all perform solidly, with five-star ratings once equipped with Kia's various driver-assistance tech.

Of the various systems we've sampled, Kia's lane-keep assist tech is among the more intrusive of its type. It's fairly common to feel the EV4 tugging away at the wheel and beeping at the driver when the car nears a set of white lines – something that is often unavoidable on narrower roads. We certainly prefer the more subtle approach.

Indeed, the bonging becomes a regular part of the Kia's driving experience. Whether it's the lane-keep system, a speed limit change, if the car perceives that you're breaking the speed limit (given traffic sign-recognition systems from almost any manufacturer frequently make mistakes, these systems can often accuse you of speeding when you're not), then the various beeps are so frequent that we struggle to keep track of the reason why each of the alerts is sounding.

It's too early to say how the EV4's ownership experience will pan out, but as a brand, Kia

INTERIOR
Despite having a lot of hard plastics inside, Kia has used various textures and finishes to add interest. It's all well built

REAR SPACE

The EV's size pays dividends for passengers in the rear seats, although the high floor affects under-thigh support for taller people

TESTER'S NOTES

WE'VE complained about the issues with Kia's various safety systems already, but to compound those factors further, switching them off is more of a faff than it is in many of the EV4's competitors.

The quickest way to adjust or disable them is to scroll through to the driver-assist menu on the digital instruments display, where a long press of the OK button on the steering wheel opens up a sub-menu on the main touchscreen. Here, a slightly clumsily laid-out page links to further sub-menus to adjust each system.

Alex Ingram
Chief reviewer

FEATURES

GT-Line trim adds two-tone artificial leather upholstery (above, left); storage space on the centre console (above, centre) is useful; access to the 435-litre boot (above) is good and the shallow lip makes loading easier

> **"KIA HAS DONE WHAT SOME BRANDS ARE STRUGGLING TO FIGURE OUT: CREATE A CLEAN, UNCLUTTERED INTERIOR"**

finished a below-average 18th overall, out of 31 manufacturers, in the 2025 Driver Power customer satisfaction survey.

WARRANTY 4.6/5★

FOR a long time now, Kia has led the way with its superb warranty duration, with all new models offered with a seven-year/100,000-mile package as standard. EVs get a separate eight-year warranty for their battery.

SERVICING 4.4/5★

KIA offers buyers the option to take on a service plan when they buy their car. The three-year package can either be paid over the course of 10 monthly payments, or up front in full. Given that it covers the first three scheduled services, the price of £399 is very reasonable.

WHILE the Renault Megane E-Tech isn't the freshest model in the company's electric-car line-up, that's merely a sign of just how quickly the brand is moving to release new and ever more compelling models. Despite its relative age, having been launched in 2022, the car is still a very strong contender in the electric family hatchback class: it just serves as yet another example that the French firm is on a roll with its EVs.

The Megane is appealing due to its style, especially inside, where the cabin successfully combines a modern layout with user-friendly technology. It's not the biggest EV on the market, so back-seat space isn't much to write home about, and the ride is on the firm side, but if you can live with these shortcomings, then this car makes a lot of sense.

MOTORS & PERFORMANCE 4.0/5★

BUYERS are presented with just the one powertrain option for the Megane E-Tech, and it comes in the form of a single motor driving the front wheels. With 212bhp and a generous 300Nm of torque, it feels particularly nippy around town, but still has loads of shove at motorway speeds.

The Megane officially cracks the 0-62mph sprint in 7.4 seconds, and it certainly feels good for it. It's helped by what is, by EV standards, a modest kerbweight of less than 1,700kg. The use of aluminium on the doors plays its part here, but so does the 60kWh battery, which is a little smaller than what is fitted to many of the Megane's closest rivals. At 354kg, it's a full 116kg lighter than the Kia's 81.4kWh unit, for example.

DRIVING 4.1/5★

SHARP handling makes the Megane among the more entertaining options in this class, although it does come at the expense of comfort in some situations.

AROUND TOWN Light steering and the relatively compact footprint both work in the Megane's favour at low speeds, making it a reasonably easy car to drive around town.

We found that the transition between regenerative motor deceleration and mechanical braking wasn't the smoothest on the road, partly due to the fact that the discs and pads felt a little bit grabby. This made it quite hard to modulate the pedal at parking speeds. A 2025 update introduced one-pedal driving, which some EV drivers will love, although the maximum level of regen isn't as strong as in some electric cars we've tested.

A & B-ROADS By the standards of most slightly leaden-footed EVs, the Megane feels really quite agile and enthusiastic through turns. It's certainly one of the more engaging cars to drive in the segment, thanks to the positive way that it turns into corners and changes direction.

Some testers felt that there was a little too much hyperactivity with the Megane, though; given that it's a family car, they wished that it was just a little more relaxed over bumps, and that the steering wasn't quite so darty and responsive. We're certain that the 20-inch alloy wheels of our test car don't do many favours for the ride comfort, because at higher speeds the ride feels more compliant.

MOTORWAY Despite the fairly sensitive steering, high-speed stability is hard to fault, with the Megane feeling planted and secure at speed. The Renault's main disadvantage at 70mph comes from the tyres; quite a lot of road roar makes it through the cabin, which takes the shine off what otherwise would be an impressively refined car.

MPG & RUNNING COSTS 3.9/5★

EFFICIENCY is competitive for the class, but with a below-average battery capacity, it only translates into an underwhelming real-world range.

EV RANGE/ BATTERY/CHARGING On the two occasions that a Renault Megane has taken part in an Auto Express comparison test, our consumption has ended up at 3.8 miles/kWh. Given the modest battery capacity of 60kWh, that translates into a fairly underwhelming real-world range of 228 miles. We've no doubt that in warmer climates that figure will improve, but it's still some way behind the class-leaders for range, such as the Kia EV4. At 130kW, charging speeds are okay, if not class-leading. A 15-80 per cent top-up takes 32 minutes.

TAX The Megane's competitive retail price paired with its electric powertrain make it a bargain to run on a company-car scheme. Standard-rate income tax payers will face Benefit-in-Kind (BiK) deductions of just £222 in the first year, which is much less than a petrol or hybrid family hatch of similar value.

INSURANCE Insurance ratings are fairly low for the Megane line-up, with the top-spec Iconic Esprit Alpine sitting in group 26.

DEPRECIATION Residual values for the Megane are above average for the class, because it's expected to maintain roughly 46 per cent of its original value after three years or 36,000 miles. With the Volkswagen ID.3, Cupra Born and Kia EV4 all falling closer to the 40-42 per cent mark, the Megane's

RENAU

French family EV has a plenty of

ON THE ROAD
Megane feels more agile than many EVs and has all the performance you realistically need from a family car

MODEL TESTED:
Megane E-Tech Iconic Esprit Alpine

PROS	CONS
Brilliant cabin design and infotainment	Low-speed ride is fidgety
Performance is strong	Road noise at motorway speeds
Handling is sharp	Real-world range is modest

TESTER'S NOTES

IT might be a little superficial to moan about colours, but, base Techno trim aside, the Megane's palette is depressingly monotone. Go for any of the Alpine-badged trims, and the choices boil down to four shades: three are grey, and the fourth is black.

Given the inclusion of jazzy blue carpets, we'd love it if there was the option of Alpine Blue (the launch colour for the A110 Coupé) for the outside. Even the Renault 5's "Pop Yellow!" would work – mixed with the blue it would give off early nineties Williams Formula One vibes.

Alex Ingram
Chief reviewer

LT MEGANE

strengths if you can live with its drawbacks

> "SHARP HANDLING MAKES THE MEGANE E-TECH AMONG THE MORE ENTERTAINING OPTIONS IN THIS CLASS"

resistance to deprecation will no doubt appeal to those who intend to own their car outright.

INTERIOR & TECHNOLOGY 4.4/5★

THE Megane's cabin doesn't just look the part, its ergonomics and build quality are up with the best in the segment, too.

DESIGN Inside, the dash is dominated by the large 12-inch portrait touchscreen, which is gently angled towards the driver to give a slightly cocooned feel. But while the screen takes up a lot of real estate, Renault hasn't scrimped on the physical controls, because a neat row of toggle keys beneath the screen cater for all of the climate functions. The Megane's cabin looks smart, then, but it's also among the more functional in the class, too.

QUALITY Squidgy plastics and tactile fabrics on the seats and the dash really help to make the cabin quality feel a cut above many rivals'. It doesn't quite have the wow-factor or the general feeling of plushness of the Peugeot E-308, but that car aside, the Megane's fit and finish is towards the top of the class.

TECH AND INFOTAINMENT All Megane models are well equipped, with even the base Techno getting 18-inch alloy wheels, wireless smartphone charging, heated front seats and steering wheel, front and rear parking sensors and a reversing camera.

Our test car had a digital rear-view mirror. Its functionality is fine for systems of this type, and overcomes the Megane's tiny rear window. It's possible to turn this off, but that has its drawbacks. In incorporating the screen, it has made the standard mirror prone to a hazy finish – especially at night when the headlights of other vehicles are behind.

The Megane was updated in 2025 with vehicle-to-load functionality, which is made possible by buying an adapter from Renault.

PRACTICALITY 3.9/5★

AT 4.2 metres long, the Megane is refreshingly compact compared with so many ever-inflating rivals. While that makes it a sound choice for those who need to park in tight spots or on busy streets, there's only so much space that its footprint can offer – many rivals are more spacious as a result.

FRONT SPACE That sleek, almost hot-rod-like slim glassline makes the Megane look striking from the outside, but it does have its compromises elsewhere. Look through the rear-view mirror and the driver is presented with a tiny sliver of a back window, so the view behind isn't great. It's worse in bad weather, because the narrow glass area only has space for a tiny wiper, so not much of the glass is cleared when it gets grubby. Fortunately, the Megane's door mirrors are very large, which makes up for the view through the window.

Storage up front is reasonable, if not outstanding. There's a deep, but slightly narrow, bin beneath the centre armrest, and while there are cup-holders further ahead, they're set very deep, which means it takes a careful hand to lift a takeaway coffee cup out without spilling it.

REAR SPACE While rear legroom isn't as impressive as in rivals such as the Volkswagen ID.3 or Kia EV4, and headroom is slightly tighter too, the seats themselves are very comfortable, with lots of foot space and plenty of under-thigh support. Some rivals offer a central fold-down armrest; the Renault doesn't have one, but on the flip side this makes the centre seat backrest a little softer, and therefore it's reasonably comfortable.

Fitting a child seat is easy, thanks to Isofix covers that are easy to reach behind folding plastic covers. There's also a third Isofix mount on the front passenger seat.

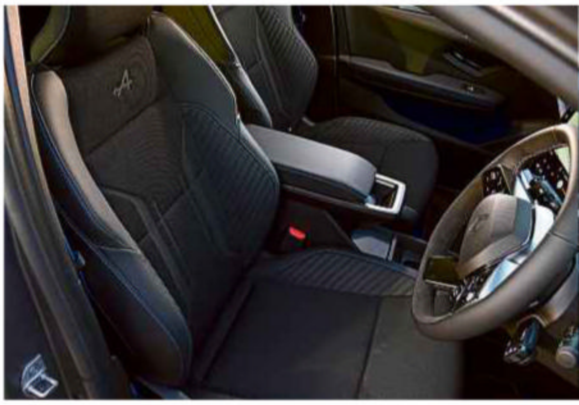
BOOT SPACE At 389 litres (measured by the official VDA measurement standard), the boot space is right on par with a conventional petrol family hatchback of this size – that figure puts it a couple of litres up on what you'd find in the back of a Volkswagen Golf.

The load lip is quite high, though, and the cargo space is fairly deep; both of these things combined mean that it's a little tricky to load (and unload) bulkier items. Another issue is the boot release itself; it's a tiny button sitting on the face of the bootlid, which is hard to find when it's dark and gets dirty easily.

RELIABILITY & SAFETY 4.4/5★

THE Megane E-Tech was tested by Euro NCAP in 2022, and it was awarded a maximum five-star rating. Its strongest showing came in the Child Occupant Protection category, where it received a mark of 88 per cent – one per cent lower than the Cupra Born scored when it was evaluated the same year. A centre airbag reduces the risk of head injury between front passengers in the event of a side impact.

It's very easy to adjust the likes of the speed-limit warning and lane-departure systems, thanks to the 'MyPerso' button to the right of the steering wheel. Two presses of this and the systems alter to your chosen settings – it's the easiest method in any current car. Renault has fared better and better in our recent customer satisfaction surveys, and in our 2025 Driver Power results, owners ranked the brand sixth best overall – a great result.



INTERIOR
The cabin feels a cut above many rivals, while the infotainment system is one of the best around

REAR SEATS

The Megane's shorter length means space is tighter in the back than in the EV4. But the comfortable seats will take your mind off this

TESTER'S NOTES

ONE of the things really playing into the Renault's hands in this contest is that, unlike the EV4, the Megane is eligible for the Government's electric vehicle grant; the current £1,500 discount will no doubt be very welcome to buyers.

Renault always prices its cars competitively anyway, but things get even better if finance is thrown into the mix; stump up an admittedly strong £7,000 deposit, and the top-spec Iconic Esprit Alpine trim on a zero-per-cent finance deal, costs £359 a month over a three-year term.

Alex Ingram
Chief reviewer

> "THE CABIN LOOKS THE PART, AND ITS BUILD QUALITY AND ERGONOMICS ARE UP WITH THE BEST IN THE CLASS"

WARRANTY 3.6/5★

THE Megane has a three-year warranty, which is a little underwhelming compared with the five and seven-year packages offered by Hyundai and Kia respectively. But while the firm's petrol and hybrid models get 60,000 miles of cover, its electric cars, including the Megane, get 100,000 miles of protection. The battery pack falls under a different warranty, and this runs for eight years or 100,000 miles.

SERVICING 4.5/5★

RENAULT'S 'Easylife' service plans lets buyers split the cost of their first three years of servicing over monthly payments. This is split into 32 instalments of just £9.99, plus an up-front payment of £39.96; alternatively, this can be paid in full for £359.64. Either way, it's a very keenly priced package.

PRICES AND SPECS

	KIA EV4	**RENAULT MEGANE**
Model tested	Kia EV4 GT-Line	E-Tech Iconic Esprit Alpine
Price /price as tested	£39,395/£39,395	£36,995/£36,995 (including £1,500 Govt. grant)

POWERTRAIN AND PERFORMANCE

Powertrain	1x electric motor	1x electric motor
Power/torque	201bhp/283Nm	215bhp/300Nm
Transmission	Single-speed/fwd	Single-speed/fwd
0-62mph/top speed	7.9 secs/105mph	7.4 secs/99mph
Battery capacity	81.4kWh	60kWh
Official range	362 miles	285 miles
Test efficiency/range	3.9 mi/kWh/317 miles	3.8 mi/kWh/228 miles
Charging	150kW (10-80% in 31 mins)	130kW (15-80% in 32 mins)

DIMENSIONS

Length/wheelbase	4,450/2,820mm	4,200/2,685mm
Width/height	1,860/1,485mm	1,768/1,505mm
Rear knee room	685-937mm	584-834mm
Rear headroom/elbow room	953/1,505mm	914/1,374mm
Boot space (seats up/down)	435/1,415 litres	389/1,332 litres
Boot length/width	796/1,035mm	795/959mm
Boot lip height	733mm	776mm
Kerbweight/towing weight	1,896/1,000kg	1,685/900kg
Turning circle	10.9 metres	10.4 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£16,577/42.08%	£16,335/46.02%
Depreciation	£22,818	£19,160
Insurance group/VED	35/£195	26/£195
Three-year service cost	£399	£360
Annual tax liability std/higher rate	£236/£472	£222/£443
Annual fuel cost (10,000 miles)	£677	£695
Basic warranty/recovery	7yrs (100k miles)/1yr	3yrs (100k miles)/3yrs
Driver Power manufacturer position	18th	6th
NCAP Adult/child/ped./assist/stars	TBC	85/88/65/79/5★ (2022)

EQUIPMENT

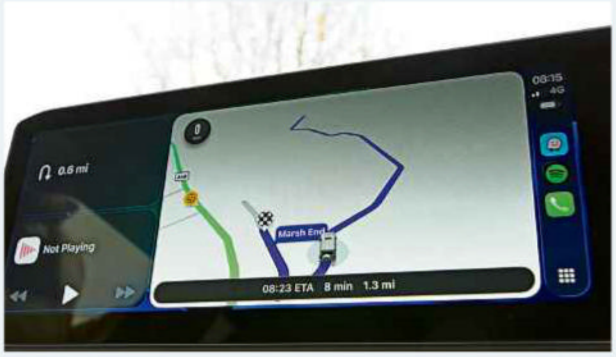
Metallic paint/wheel size	£650/19-inch	£650/20-inch
Parking sensors/camera	F&r/yes	F&r/yes
Spare wheel/Isofix points	Repair kit/two	Repair kit/three
Keyless entry & go/powered tailgate	Yes/no	Yes/no
Leather/heated seats	Artificial/yes	Part artificial/yes
Screen size/digital dashboard	12.3 inch/yes	12 inch/yes
Climate control/panoramic sunroof	Yes/no	Yes/no
USBs/wireless charging	Four/yes	Four/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/no	Yes/no
Adaptive cruise/steering assist	Yes/yes	Yes/yes

WHAT WE WOULD CHOOSE

EV4 Kia isn't a brand to go into optional extras, but the one exception for the EV4 is the heat pump – an option exclusive to the GT-Line S. It improves efficiency in cold weather, although it'll take a while to recoup the £900 it costs.

MEGANE Options aren't really a thing in the Renault price lists either, so once again, it comes down to spec. We think the base Techno trim has more than enough equipment for most buyers, and it's the cheapest, too.

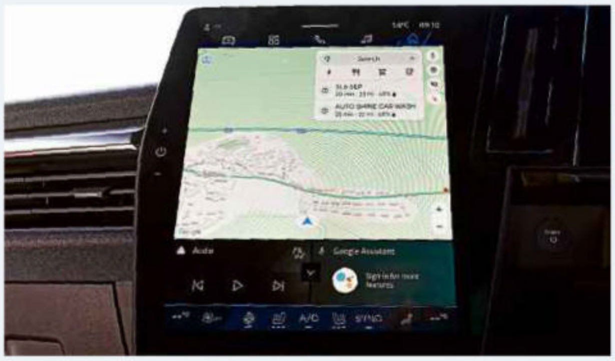
INFOTAINMENT



Kia EV4 4.2/5★

12.3-INCH TOUCHSCREEN NAVIGATION
KEY FEATURE: OVER-THE-AIR UPDATES

KIA'S infotainment systems were once the very best in the segment, but here the Renault shows the Korean brand that there's room for improvement. The issue isn't so much with the home screen – the tile-style layout is neat, leaving the navigation screen covering a big part of the display – but some of the sub-menus feel a little contrived to operate. Loading times and the screen responsiveness are fine and the display is clear, but some rivals, including the Renault, have a sharper resolution.



Renault Megane 4.7/5★

OPENR LINK
KEY FEATURE: ANDROID-BASED OPERATING SYSTEM

BEFORE Renault decided to turn to Google for its infotainment systems, it had one of the slowest and clunkiest. Now, it's one of the very best. It looks sharp and loads incredibly quickly, with predictably brilliant mapping functions and a responsive screen. But it has maintained the bright, sharp graphics that make it recognisable as a Renault set-up. Our only gripe is that on certain menu pages, the home shortcut disappears from time to time.

> **"IT LOOKS SHARP AND LOADS INCREDIBLY QUICKLY, WITH PREDICTABLY BRILLIANT MAPPING FUNCTIONS"**

RESULTS

WINNER ★★★★½

Kia EV4

THE EV4 is one of those cars that really hammers home the point that SUVs are often providing the answer to a question that nobody asked. Here's a model that's truly spacious, comfortable and loaded with kit, but one that thanks to its lower, sleeker hatchback bodystyle, also manages to offer a brilliant real-world range – especially when you bear in mind that in warmer conditions our mileage would have been even better.

It's not quite perfect: it's a little dull to drive and the driver-assist systems are irritating, but those things aside it's a do-it-all family car.

AUTO EXPRESS
ROAD TEST WINNER
DEC 2025
★★★★½
Kia
EV4

INTERESTED?
Scan the code to see deals on the Kia EV4

RUNNER UP ★★★★☆

Renault Megane E-Tech

HANDLING as sharp as its looks, a class-leading infotainment system and a cabin that's as functional as it is well finished all very much work in the Megane's favour, and are all areas where it has an edge over the Kia. It's cheaper to buy and has become even more appealing thanks to the £1,500 Government grant.

However, the Megane is hobbled by a firm ride, road noise and a lack of flexibility due to its real-world range. With a larger battery (or ideally a more efficient use of the energy it has) then the Megane would have given the EV4 a much harder time.

INTERESTED?
Scan the code to see Meganes to buy right now

RENAULT MEGANE BEST FOR:

Fun: keen handling and EVs rarely go hand-in-hand – especially in everyday family cars – but the Megane is among the sharpest to drive of its type

KIA EV4 BEST FOR:

Comfort: the EV4's ride isn't perfect, but once out of town its soft set-up makes it one of the most soothing cars in its class for driver and passengers alike

FINAL REPORT

VOLKSWAGEN ID. B

Huge EV has cruised off into the sunset leaving a big, practical

Steve Walker

Steve.Walker@autoexpress.co.uk

THERE is a massive hole in my life, and four in the gravel parking space at the front of my house. The ID. Buzz has gone back to Volkswagen after its six-month, 8,000-mile stint on our long-term test fleet. Only the stony indents where its 2.8-tonne, five-metre-long body once nestled remain.

The ID. Buzz is a giant of the passenger-car market, especially in the long-wheelbase form we've been testing. But with great space comes great practicality and it's been a pleasure to conduct family life for half a year without once having to wonder if anything or anyone will fit in the car. With the ID. Buzz, the answer was always yes.

It's not really a car in truth. Despite being based on the MEB platform that VW Group also uses for cars such as the Audi Q4, Cupra Born and Volkswagen ID.7, the body of the Buzz is more like a mid-sized van in terms of its dimensions. Indeed, the ID. Buzz Cargo is VW's electric alternative to its famous Transporter van, another vehicle where interior space is a top priority.

The size of the Buzz is its strongest suit, together with the way it maximises the interior space within that large footprint. There's no bonnet to speak of at the front, which helps manoeuvrability, but the sheer length, in combination with the overzealous parking sensors, did make it tricky to reverse onto my street when parked cars were in too close proximity. After a few too many 10-point turns, I took to parking it on the main road overnight when I needed to make a hassle-free getaway in the morning.

I've said it in previous reports, but you definitely get used to the Volkswagen's bulk as a driver. After I stopped worrying about finding a parking space or threading through gaps in the first few weeks, the big VW became a really easy-going companion. It's great for cruising and owners simply won't care that it leans and wobbles a bit when driven quickly on twisty roads.

However, there are two issues with the drive that do matter, in my opinion. These are the slightly harsh ride when you hit larger bumps or craters, and the ID. Buzz's brakes. The pedal feel can be inconsistent, making it hard to stop smoothly, and the grabby nature became more noticeable as we moved into autumn and the roads became more slippery.

A special mention must go to the sliding side doors, which are powered on our Style-trim model. They take a long time to do their thing, and forced a return to the dealer in the early weeks of our test when they started opening of their own accord. But the doors are great for access in tight parking spaces and when loading. The £980 towbar is also a really neat option that hides under the VW's rear bumper until you need it, and then pops out at the touch of a button.

The Comfort Seat Package is very nice too, with its heated, massaging, dual-armrested chairs a perfect addition on such an accomplished long-distance car. The optional pack will set you back £3,000 though, and the cream ArtVelours fabric is not easy to keep clean. I would also avoid the 21-inch Bromberg alloys on our test car. While their £515 price tag seems very reasonable, I'm assuming that smaller wheels might improve the ride a touch and the standard 20-inch Solna design looks less vulnerable to kerbing by hamfisted motoring journalists (erm...).

But the expensive option that you really have to consider is the two-tone paint. You'll pay £2,800 for it, but an ID. Buzz just doesn't look like an ID. Buzz in one colour. You'd also, frankly, be foolish to opt for the short-wheelbase version when the long-wheelbase car we tested has seven seats, a larger 86kWh battery and only costs around £500 more.

As for efficiency and range, the readouts on the Volkswagen's trip computer are very

THINKING BIG
Long-wheelbase ID. Buzz is a real giant in the family-car market, as our man has discovered during his six months with Volkswagen's electric people carrier

UZZ LWB

hole that will be hard to fill

PROS
- 240-mile range in warm weather
- Hugely practical
- Long-distance comfort

CONS
- Sheer size
- Nowhere to store load cover
- Powered tailgate and doors can be awkward

reliable. We've been averaging around 2.9mi/kWh over the past 3,000 miles or so and this is easily achievable in mixed driving.

If you take real care and avoid higher-speed driving with a full load on board, it's possible to get more than 3.0mi/kWh, and we even saw 3.4mi/kWh over one pretty horrible 100-mile summer motorway trip that consisted almost exclusively of 50mph speed restrictions and traffic jams. In terms real-world range, all that equates to around 260 miles on a full charge and up to 280 miles in warm weather. In other words, the official WLTP combined cycle figure of 280 miles for our test model is pretty accurate.

In the final reckoning, the Volkswagen ID. Buzz is a big vehicle costing at least £60,000 or £72k in the fairly salubrious spec we tested, and that will be overkill for a lot of families. If you can afford it though, it's a fantastic thing to have at your disposal.

MODEL TESTED:

Volkswagen ID. Buzz Style 7-seat LWB

On fleet since:	May 2025
Price new:	£64,345
Powertrain:	86kWh battery/1x e-motor, 282bhp
CO$_2$/BiK:	0g/km/3%
Options:	Two-tone paint (£2,790), Comfort Seat Package (£2,310), Retractable tow bar (£980), 21-inch Bromberg alloy wheels (£515)
Insurance*:	Group: 41 Quote: £969
Mileage:	8,225 miles
Efficiency:	2.9 miles per kWh
Any problems?	Door catch replaced under warranty

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

VERDICT ★★★★½

THERE'S not much to match the ID. Buzz's blend of capability, capacity and style in the family-car space, while the 60-per-cent residual value after three years and low running costs will help offset some of the outlay. The hole its departure has left is going to take some filling.

> "IT'S BEEN A PLEASURE TO NOT WONDER ONCE IF ANYTHING OR ANYONE WILL FIT IN THE CAR"

FLEETWATCH

SYNC
AUTO
21.0°C
24.5°C
AUTO
CLIMA
VIEW
OK
START ENGINE STOP

CUPRA TERRAMAR

DECEMBER morning starts can be cold, but our Cupra Terramar has various ways to warm passengers. Both front bucket seats in our V2 edition are independently heated and quickly warm the Dinamica fabric by pressing an icon on the main infotainment screen.

The climate display is also on the 10.25-inch digital cockpit and accessed via a central CLIMA-labelled digital button. There are one-touch icons for windscreen heating, forward or footwell airflow, and red arrows indicate which are active. Individual temperature settings are available for the driver and passenger by either tapping or sliding a finger along the blue and red temperature indicators, which glow to indicate the changes.

Rear passengers can do the same from the display housed in the back of the central console. My favourite feature is the heated steering wheel, which is the easiest to turn on using an old-school button on the wheel itself. As with the seats, I can choose from three temperature settings, but the lowest is perfect for me.

DARREN WILSON

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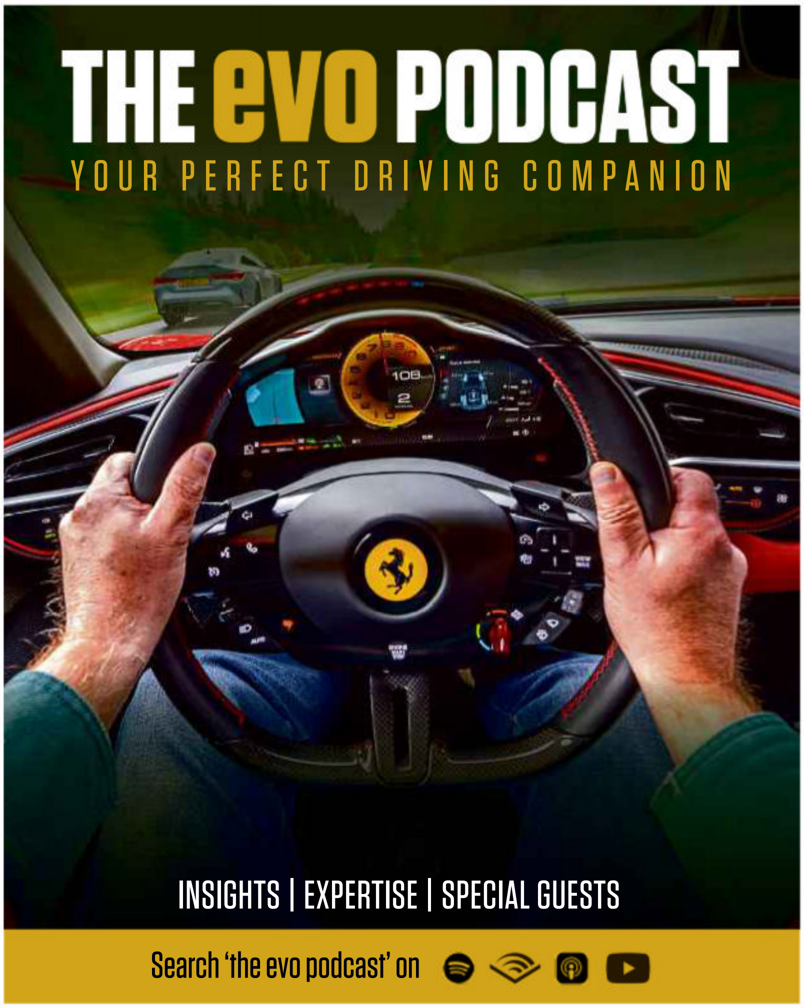
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A23 PJH
G23 PJM
RI0 PJT
JI5 PJW
T9 PKM
C8 PLW
J9 PMJ
N6 PMW
G2I POL
A26 POP
R2I POR
PPP 88D
K3I PPS
A26 PRH
X6 PRK
N2I PRO
P4 PSJ
N3 PSM
B2 PTC
A25 PUB
L2I PUD
R8 PUT
P7 PWH
T5 PWS
A20 PYE
KI0 RAC
G24 RAD
D2I RAE
J26 RAF
F2I RAG
DI2 RAH
TI5 RAL
G24 RAN
C26 RAT
JI9 RAV
A24 RAW
56I RBF
RB0 329
KI RBW
A9 RCB
J2 RCD
H2I RCH
GII RCL
L5 RCW
E2I RDB
P9 RDJ
T6 RDW
C25 REA
HI0 REB
A26 REC
F25 REE
Y8 REF
W44 REG
A22 REM
G24 REN
B2I RES
A4 RET
B24 REY
R88 RFC
F28 RGE
C24 RGO
L5 RGW
RIJ 803
T70 RJA
A26 RJB
A27 RJC
A29 RJD
D2I RJG
RJI 988
P2 RJN
C2I RJS
B24 RLY
C2I RMC
T99 RMH
B24 RMY
A28 RNE
F2I RNS
A28 ROC
G98 ROD
G2I ROE
W28 ROG
PI4 ROL
J2I ROM
J23 ROO
X29 ROS
C28 ROT
D5 ROV
E27 ROW
S900 ROY
B28 RRS
A25 RRY
A23 RSC
E8 RSG
B2I RTH
D28 RTS
A26 RTY
C2I RUD
C2I RUM
G2I RUN
B29 RUS
A2I RVY
N5 RWM
C24 RYE
AI9 RYS
J27 SAB
A23 SAC
M2I SAD
A28 SAH
P23 SAP
C26 SAS
N2I SAT
B2 SAU
D26 SAV
E2I SAW
M29 SAX
GII SCA
A24 SCO
Y4 SCP
S24 SCS
A28 SCT
D2 SDP
D22 SEA
E26 SEB
D2I SEC
L3I SEE
A29 SEL
A27 SEM
M2I SEN
A28 SEP
J88 SER
J3I SES
F25 SET
G22 SEW
A2I SEY
F6 SGD
SII SGP
A29 SHB
SHE 52S
D2I SHO
X5 SHR
C25 SHW
S23 SHY
A25 SJC
E2I SJD
H26 SJH
A2I SJJ
C22 SJP
T33 SJS
C25 SKY
NI0 SLB
L25 SLC
N23 SLK
A2I SLR
A29 SLY
E2I SMB
B2I SMG
A23 SMH
DI6 SMJ
D27 SML
J27 SMP
J26 SMS
D27 SMT
E2I SMW
F6 SOO
A29 SOP
E2I SPA
A23 SPB
P2I SPY
K9 SRD
G2I SRH
F2I SSH
A29 STN
C26 STR
M2I STS
D42I STU
E28 STV
C23 SUL
A26 SUM
M2I SUN
G20 SUS
A2 SWH
R2I SYD
D23 TAB
A28 TAF
A25 TAG
JI4 TAL
C26 TAM
GI8 TAP
R23 TAR
A22 TAS
A29 TCH
N3 TCR
R6 TDW
D2I TEC
A23 TEC
E25 TEL
A2I TEN
D26 TER
M24 TEW
B20 THE
A27 THO
G2I TJB
TI4 TLC
A2I TLY
DII TMD
G6 TMH
SI9 TOD
D8 TOL
C25 TON
N8 TOP
D29 TOR
JI8 TRE
TTK 597
H2I TTS
J3I TTY
L8 TUB
G4 TUG
H2I TUR
TWP 94I
2995 UE
B26 ULL
H26 ULL
ULL 87I
L2I UNN
B29 URK
B29 URT
C2I UTD
C28 UTE
CI4 VAL
HI7 VAN
L2I VEE
P2I VES
M2I VON
E2I WAD
D26 WAG
A29 WAL
L26 WAN
E23 WAR
G24 WAT
XI0 WAX
A2I WED
D28 WEL
R2I WES
WEZ II5
A29 WHU
E8 WJW
PI8 WLS
A26 WMC
M29 WMS
C27 WRD
S28 WST
P80 WYN
H2I XON
D22 XTR
X2 XXD
D2I XXX
E28 YAM
B28 YAS

62 FIRST TEST EV CHARGER
New Andersen unit rated

63 MINI TEST GRIPPING YARNS
Spotlight on snow socks

64 PRODUCT TEST TYRE RETAILERS
Round-up of online shops

PRODUCTS

HOT KIT

Aldi winter kit and heated seat

WINTER READY
Pick up car care kit with your groceries at Aldi, thanks to Special Buy heated seats, car covers and screen protector

Price: from £7.99 **Contact:** *aldi.co.uk*

ONCE you've experienced heated seats, it is difficult to go back to a car without them on a cold winter's day. In addition to taking the chill out of sitting down – especially on leather or vinyl upholstery – they can really help ease aches and pains if you are sitting down for a long time.

There is no need to upgrade your entire car and pay for a more expensive trim level though, because you can pick up a heated seat along with your shopping at the supermarket chain Aldi for just £7.99.

The company's 'Special Buy' deals on its famous middle aisle currently include a selection of winter motoring products such as the heated seat cover, which is held in place with elastic straps and hooks.

It is powered using the car's standard 12-volt socket and has a wired remote control to switch between low and high heat settings.

Aldi has also got your windscreen covered, because it is offering a silver blanket that goes over the glass to protect it from frost.

Also costing £7.99, the cover features tabs that can be trapped inside the doors, and magnetic attachments which are designed to keep it securely in place. And if that's not enough winter car care protection, the middle aisle is also offering a full-size AutoXS car cover for £12.99. It is water resistant, supplied with a storage bag and available in a range of sizes, including medium, large, extra large, and SUV.

BOOKS

F1 Racing Confidential

Giles Richards (Michael O'Mara Books, *mombooks.com*)
Price: £10.99 **Rating:** ★★★★☆

THIS excellent book – now released in a more affordable paperback form for the first time – proves that while the drivers and team bosses may get all the glory in F1, it's the grafters behind the scenes who really keep things ticking over, and who often have the more interesting roles. This inevitably means they have the best stories, too.

The book contains 20 interviews with figures from every level of F1, from team principals right the way through to pit mechanics, giving a fascinating cross-section of how a race team really works. There are jobs in here you might not even have known existed, and it shows how true success is still about consistency and teamwork, despite the multiple high-tech innovations. It's a theme that resonates across every one of the entries.

There are some big names featured – World Champion Lando Norris, Christian Horner, Toto Wolff, not to mention the foreword by Damon Hill – all of which makes it a must-read for F1 watchers. But it's the behind-the-scenes stuff with the unknown people that we enjoyed reading the most.

If you're looking for deep technical nerdery or paddock politics in the Eastenders fashion, then you'll come away wanting, but if you're interested in learning more about real life in F1 beyond the podium, then this is a great read.

Foreword by Damon Hill
F1 RACING CONFIDENTIAL
44
INSIDE STORIES FROM THE WORLD OF FORMULA ONE
GILES RICHARDS

FIRST TEST

Andersen Quartz Vision home charger

Price: From £783 (plus installation from £350) **Rating:** ★★★★½ **Contact:** *andersen-ev.com*

WITH a constant stream of EVs and plug-in hybrids to review, our road testers need a home charger. Andersen makes stylish, high-quality units so we had its latest Quartz Vision unit fitted to senior test editor Dean Gibson's house.

Buying an Andersen charger is simple: spec up your unit (the Quartz can be had in a range of colours and finishes, with or without a digital display, and with or without a cable), place your deposit (payment plans are offered) and an engineer conducts a survey, either virtually or in person. This will check the suitability of your electricity supply and recommend any works that might need doing.

With the space prepared, fitting was simple and took just a morning, while the compact A4-sized wallbox looks neat and feels solidly built. We added a longer charge cable (at extra cost), but the engineer walked us through the charging process.

Wi-Fi connectivity allows the Quartz to be remotely controlled via Andersen's app that can show the charger's status, although this does make the digital display somewhat redundant. It can also break down itemised charging costs and allow you to set charging times and tap into the cheapest tariffs, a handy feature to help offset the cost of the unit.

The charger has worked perfectly with several different EVs since installation, offering a consistent 7.2kWh of energy and helping us to save money by avoiding pricey DC public chargers.

"FITTING WAS SIMPLE AND TOOK JUST A MORNING. IT FEELS NEAT AND SOLIDLY BUILT"

DESIGN CHOICE With a selection of colours and digital displays, you can spec up an Andersen charger to suit your home

NEW PRODUCT

Technaxx TX-100 Alarm

Price: £25.49 **Contact:** *amazon.co.uk*

WHILE most newer cars will have a built-in alarm and security system, the sophisticated methods used by criminals mean they can be worryingly easy to bypass. There's also the threat of 'smash and grab'-style raids, and the concern about effectively securing classic cars.

This could make the inexpensive Technaxx TX-100 an appealing option. Unlike a traditional car alarm, it doesn't need complex wiring, which could invalidate a new car's warranty or would look out of place on a classic.

The TX-100 slots straight into a car's standard 12V accessory socket, and at a glance it looks like a simple USB charger, with two genuine sockets that can be used to charge phones and other electronics. But it also hides a built-in PIR motion sensor, which monitors a 120-degree area in front of the device when it is armed.

If the Technaxx detects movement, the device activates a 110dB siren designed to shock intruders and attract attention.

Removing the TX-100 from the socket once it is triggered won't silence it either, because it includes an internal 450mAh rechargeable battery, allowing it to keep sounding its alarm for several minutes even when unplugged.

In standby mode, the battery can hold charge for up to six days and it recharges fully in around three to four hours whenever the power socket is active. This means it will still work in cars where the 12V socket is not live when the ignition is switched off.

Sparco Snowshield

Price: £42.80 **Rating:** ★★★★★
Contact: *gotrekgear.com*

SPARCO is a company best known for its racewear, and the Snowshields have a stylish look and a nicely tailored zip-up storage bag in the brand's traditional colours. Open it up and you'll find a pair of thin disposable gloves, which might be handy for emergencies, but we suggest you should throw in a more substantial pair – you'll thank yourself if you need to fit the socks in a hurry.

The company's website steers you towards the best Snowshields for your specific wheel and tyre combination, and it's essential to get the right size so they are easy to fit but aren't too baggy. Putting them on is easy enough, though; you simply slip the sock over the top of the wheel, then drive forward until the fabric is under the tyre and pull the rest of the Snowshield over. It doesn't look as secure as the AutoSock, but didn't come off in our testing.

sparco
TEXTILE SNOW SOCKS
SNOWSHIELD

MINI TEST

TESTED Snow socks

GRIPPING STUFF: Winter is here, and a pair of snow socks in your boot could be just what you need to prevent you from getting stuck

Tom Barnard

WHILE a forecast of snow might cause excitement among children, it's likely to strike fear into the heart of many motorists. If you have a rear-wheel-drive car with tyres designed for warmer weather, you might find yourself stuck – or sliding out of control, even after a light dusting.

If the thought of being stranded in freezing weather gives you the chills and you don't want to invest in winter or all-season tyres, snow socks offer a cost-effective alternative that you can keep in your boot and install if you find yourself facing a slippery slope. As the name suggests, they are made of fabric and cover your wheels. The textile adds friction, giving more grip.

We tried our old favourite, the AutoSock, against a newcomer from Sparco. Both of them performed well on our simulated snowy surface and we loved the security and easier fitting of the AutoSock. But the Sparco's substantial cost advantage gives it the win here.

AutoSock

Price: £64.95 **Rating:** ★★★★½
Contact: *autosocksdirect.co.uk*

AUTOSOCKS are the original fabric alternative to snow chains and have been around for three decades. In that time, they've been approved for use in various European countries for roads where chains are a legal winter requirement.

The storage bag isn't as tough or as classy as the Sparco's, but it does the job and a more substantial pair of long gloves are included to keep your arms clean and protected when putting them on.

Fitting is the same as with the Sparcos, but the AutoSocks have an enclosed mesh front face with pair of straps, which makes them easier to align on the wheel and self-centre.

While we'd prefer to use the AutoSocks, especially on a longer stretch of road such as in mountains, the difference in cost is too great to ignore when delivery costs are factored in.

AutoSock
A winter traction aid
HIGH PERFORMANCE
AutoSock
HIGH PERFORMANCE

ONLINE TYRE RETAILERS

We round up and rate the very best places on the Internet to look for a new set of tyres

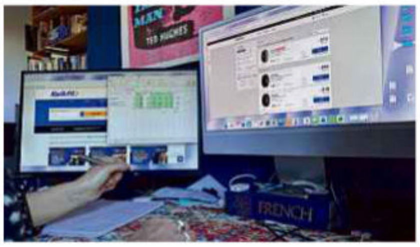
BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Tom Barnard

BUYING new tyres is rarely a pleasurable experience. You might swap your rubber to suit the season, but most drivers will only shop for tyres when they fail an MoT, spot wear or get a puncture.

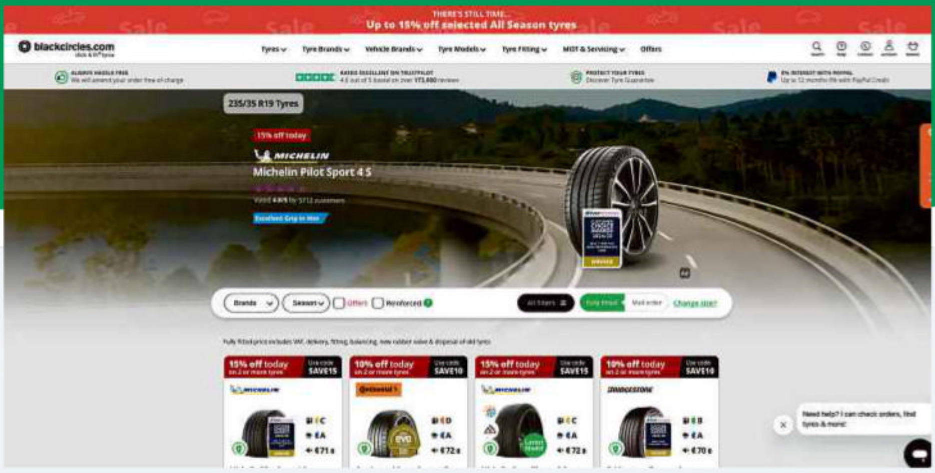
As with many aspects of owning a car, shopping around and doing some research before you are desperate to get back on the road could save you a fortune – and most of us will head straight to the Internet in search of the best prices. Even the big fast fit chains such as Kwik Fit offer better deals online than they do to walk-in customers.

Where should you start? We've done the hard work for you, checking eight online retailers, comparing a spectrum of designs from budget to performance. As well as the cost, we know that buying tyres can be stressful and confusing, so we also scored the sites on ease of use, stock availability and fitting options.



How we tested

TO compare the retailers, we ran prices for a selection of sizes. The most popular in the UK is 205/55 16, so the fully fitted quotes for the cheapest brand and a premium Continental were fed into the spreadsheet. Then we looked for our top-rated all-season Pirelli Cinturato All Season SF3 in a common 225/45 R17 size. For an SUV we looked for a 235/60 R18 ZX7 XL from the mid-priced Avon brand, and finally added a performance Michelin Pilot Sport 4S 235/35 R19 with a BMW-specific fitment, if offered. The price shown is an average of all the tyres.



THERE'S STILL TIME...
Up to 15% off selected All Season tyres

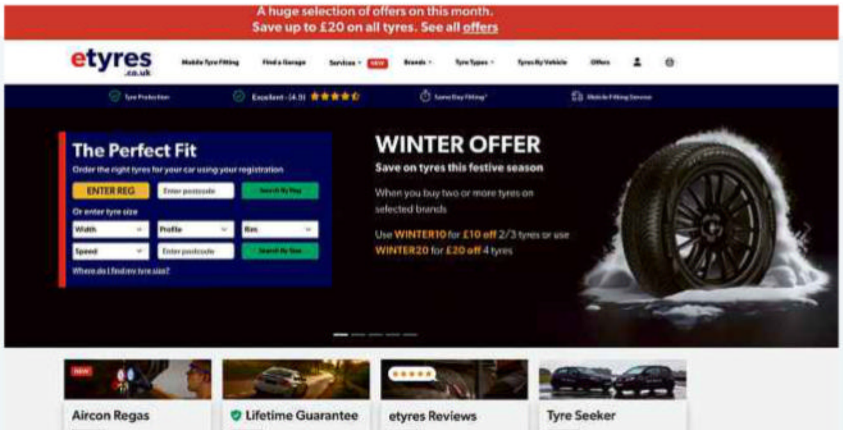
Blackcircles

AUTO EXPRESS
BEST BUY
2025

Average cost: £121.08 **Fitting:** Mail order, partners, mobile
Rating: ★★★★★ **Contact:** *blackcircles.com*

IT might not be the cheapest, but if you are buying two or more tyres, then the many Blackcircles deals offering discounts mean it may work out cheaper than some rivals.

The site is also easy to use and has the best registration look-up facility, narrowing down the search results to suitable products for your car brand. Everything we wanted was available too. When it comes to fitting, there is a choice of mobile operators for an extra £24, or a huge network of partner garages.



A huge selection of offers on this month.
Save up to £20 on all tyres. See all offers

The Perfect Fit
Order the right tyres for your car using your registration

WINTER OFFER
Save on tyres this festive season
When you buy two or more tyres on selected brands
Use WINTER10 for £10 off 2/3 tyres or use WINTER20 for £20 off 4 tyres

eTyres

AUTO EXPRESS
Recommended
2025

Average cost: £109.21 **Fitting:** Mobile, fitter, mail order
Rating: ★★★★½ **Contact:** *etyres.co.uk*

THERE is no arguing with the price result here. eTyres worked out cheapest for every tyre size we tried, except for the SUV-sized Avon, where – oddly – it trailed in seventh place. The price of the Pirelli looked very attractive too, but on closer inspection was for the older SF2 tyre – there was no comparable SF3 available.

The site is easy to understand and fairly slick. There's the option of a local garage fitment or paying for mobile fitting, which varied from £24 to £60 in our area.

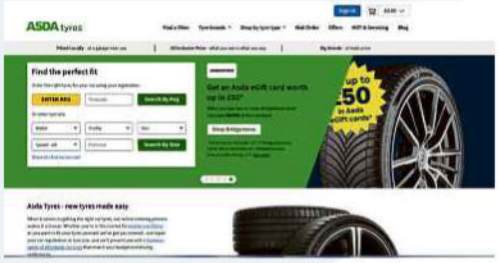
Asda Tyres

AUTO EXPRESS Recommended 2025

Average cost: £114.39
Fitting: Fitted, mail order, mobile
Rating: ★★★★☆
Contact: *asdatyres.co.uk*

DESPITE its name, Asda Tyres is run by the same company as our second-placed eTyres. So it has the same functionality – complete with tyre firms' cringeworthy corporate mottos in the listings – and broadly the same offers, although there is the occasional special deal giving Asda vouchers if you order certain brands.

The prices are different though, and in most cases a few quid more than eTyres. For the Pirelli, Asda offered us the old SF2 at a discount or the new SF3.

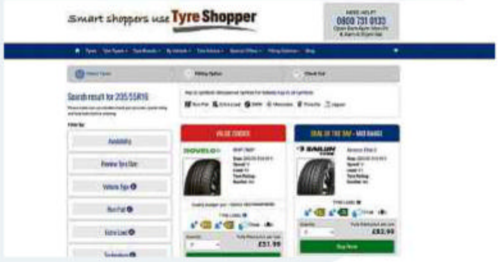

ASDA tyres
Find the perfect fit
Get an Asda eGift card worth up to £50
Asda Tyres - new tyres made easy

Tyre Shopper

Average cost: £120.42
Fitting: Mobile, partner garages
Rating: ★★★½☆
Contact: *tyre-shopper.co.uk*

THE website has the sort of dated design usually reserved for parish newsletters, but Tyre Shopper's functionality is fine, with an effective registration number-based search, and clear labels.

It doesn't narrow the search down to special-fitment tyres for your specific car brand though, unlike Blackcircles. Plus there was no Pirelli available in our size either. We were offered fitting at a branch of Halfords or National garages with a mobile option for £25.

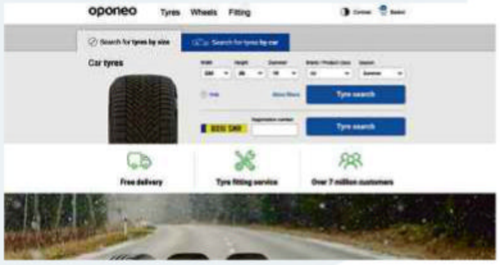

Smart shoppers use Tyre Shopper
0800 731 0133
Search result for 2355518
VALUE CHOICE
DEAL OF THE DAY

Openeo

Average cost: £120.60
Fitting: Mail order only
Rating: ★★★☆☆
Contact: *openeo.co.uk*

THE initial excitement at the prices on Openeo's site is soon quashed when you realise they are for mail order only.

The company offers delivery in two working days on most tyres, either to your home or to a fitter, including a network of suggested partners. Local to our postcode, the cost was around £20 per tyre, which we added to our calculations. There were no Avons available in the size we wanted, but Openeo worked out as the cheapest overall for the Pirelli.

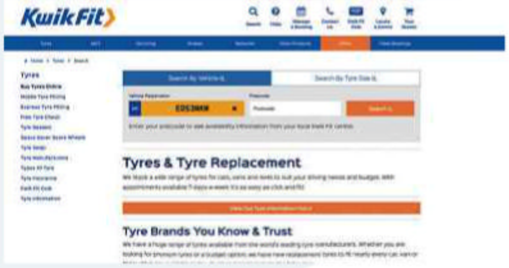

oponeo
Tyres
Wheels
Fitting
Car tyres
Tyre search
Free delivery
Tyre fitting service
Over 7 million customers

Kwik Fit

Average cost: £133.40
Fitting: Mobile, fitting centres
Rating: ★★★☆☆
Contact: *kwik-fit.com*

KWIK Fit came bottom of our chart for cost in every category except for the very cheapest tyre, which was just named as 'Budget' on the website. It does have some deals if you buy multiple tyres though, including 20 per cent off four of our sample Pirellis. It was also the only site to offer free mobile fitting when you buy two or more tyres.

But the site is clunky and slow and some sizes and brands weren't available. We expected better from a big name.

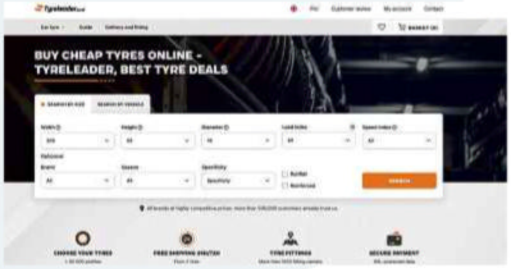

KwikFit
Tyres
Search by Vehicle
Search by Tyre Size
Tyres & Tyre Replacement
Tyre Brands You Know & Trust

Tyreleader

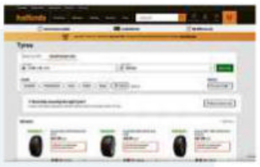
Average cost: £120.85
Fitting: Mail order only
Rating: ★★½☆☆
Contact: *tyreleader.co.uk*

ALTHOUGH not the most expensive, Tyreleader wasn't the cheapest for any of our samples and the site makes it much harder work to buy. There is no registration look-up and it uses confusing wording such as "specificity".

Struggle through and the prices look keen enough – but they don't include fitting. And even at a reasonable £15 per wheel, it wasn't enough to make this site competitive. It couldn't offer the Pirelli we were after, either.


Tyreleader
BUY CHEAP TYRES ONLINE - TYRELEADER, BEST TYRE DEALS
Search

Halfords



Average cost: £123.59
Fitting: Mobile, Autocentres
Rating: ★★½☆☆
Contact: *halfords.com*

HALFORDS offers some deals if you buy more than one tyre, but even with these factored in, it wasn't the cheapest in any category. The site is frustratingly slow and you can't choose car brand-specific tyres.

Mobile fitting is a reasonable cost, but it is priced according to the time of day. Fitting fees at Halfords Autocentres incur a peak-time tax too, which adds between 50p and £3 to the already high costs.

Verdict

BLACKCIRCLES isn't the cheapest, but it's easy to use, packed with information and offers the best choice. If you're buying more than one tyre, then extra deals drop prices too. Second place goes to eTyres, and third to its Asda-branded sister site. Both offer the keenest prices and easy-to-use menus.

37517

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- Ideal for use in automotive & industrial workshops

BALL BEARING ROLLER DRAWERS

	Model	Description	Order Code	exc.VAT	inc.VAT
1	CBB209C	9 Dr Chest	070118032	£149.98	£179.98
2	CBB217C ‡	7 Dr Cabinet	070118057	£269.00	£322.80
3	CTC1300C	13 Dr Combi	070113042	£189.98	£227.98

‡ WAS £334.80 inc.VAT

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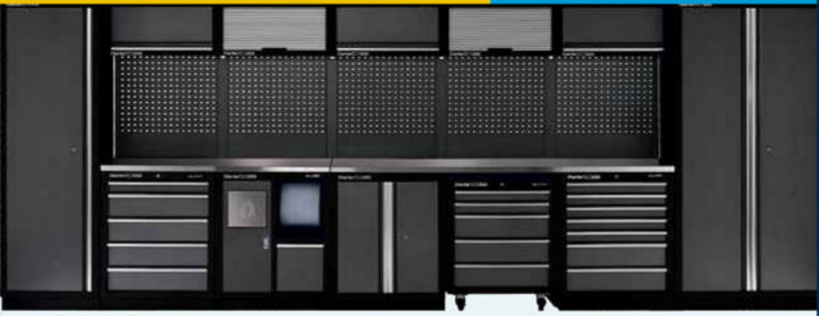

MODEL SHOWN: COMBGSM01 - 070112893 £3118.80 inc.VAT

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PACKAGES FROM £1059.00 exc.VAT £1270.80 inc.VAT

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- Non-marking nylon wheels

CTJ1250AC
Clarke RACING
CTJ1500QL

Model	Lifting Cap.	Order Code	exc.VAT	inc.VAT
CTJ1500QL	1.5T	020112633	£104.99	£125.99
CTJ1250AC	1.25T	020111818	£125.99	£151.19
CTJ2500QLGB	2.5T	020112803	£159.98	£191.98
CTJ1800AB	1.8T	020113202	£189.98	£227.98

FROM £104.99 exc.VAT £125.99 inc.VAT

CTJ1800AB

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FROM £104.99 exc.VAT £125.99 inc.VAT

TIGER 16/550

TIGER 8/260

‡ WAS £347.98 inc.VAT

Model	Motor	Tank	Order Code	exc.VAT	inc.VAT
8/260	2HP	24L	000119490	£104.99	£125.99
11/550	2.5HP	50L	000119505	£159.98	£191.98
16/550	3HP	50L	000119510	£229.98	£275.98
16/1050 ‡	3HP	100L	000119515	£279.00	£334.80

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Honda engine models available

‡ WAS £262.80 inc.VAT

PG3800ADV

Model	Volts	KVA	HP	Order Code	exc.VAT	inc.VAT
PG2500A ‡	230	2.2	5.6	010617850	£209.00	£250.80
PG3800A	230	3	5.6	010617852	£249.00	£298.80
PG3800ADV	230/110	3	5.6	010617854	£269.00	£322.80
PG6500ADVES	230/110	5.5	9.7	010617856	£519.00	£622.80
PG9500ADVES	230/110	5.5	16	010617860	£895.00	£1074.00

PG6500ADVES

ELECTRIC HEATERS

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BEST SELLER

DEVIL 7003

BEST SELLER

‡ WAS £51.59 inc.VAT # WAS £149.99 inc.VAT + WAS £179.98 inc.VAT * WAS £221.99 inc.VAT

DEVIL 2850

Model	Voltage	Heat Output	Order Code	exc.VAT	inc.VAT
Devil 2850‡	230V	1.4-2.8kW	010415801	£39.98	£47.98
Devil 7003	230V	1.5-3kW	010415450	£64.99	£77.99
Devil 6009#	400V	4.5-9kW	010416009	£119.98	£143.98
Devil 7009+	400V	4.5-9kW	010415454	£139.00	£166.80
Devil 6015*	400V	5-10-15kW	010416015	£179.98	£215.98

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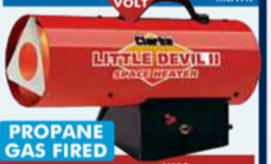

PROPANE GAS FIRED

Model	Max. Output	Order Code	exc.VAT	WAS inc.VAT	inc.VAT
Little Devil II	10.3kW	010416020	£87.99	£107.98	£105.59
Devil 700	15kW	010410182	£114.99	-	£137.99
Devil 900	24.9kW	010410186	£164.99	£203.98	£197.99
DEVIL 900DV	24.9kW	010411175	£169.98	-	£203.98
DEVIL1600DV	36.6kW	010411191	£199.00	-	£238.80
Devil 1600	36.6kW	010410190	£189.98	£239.98	£227.98
Devil 2100	49.8kW	010410194	£249.98	£311.98	£299.98

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INVERTER GENERATORS

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2 KVA

IG1900

Model	Max Output	Weight KG	Order Code	exc.VAT	WAS inc.VAT	NOW inc.VAT
IG1700F	1700W	22	010617095	£229.00	£298.80	£274.80
IG1100	1050W	13.4	010611103	£233.00	£334.80	£279.60
IG1900	2000W	20	010617117	£313.00	£394.80	£375.60
IG2300	2200W	21	010612302	£379.00	£466.80	£454.80
IG4000	3800W	57	010617130	£699.00	£1074.00	£838.80
IG8000	7500W	129	010617135	£1599.00	£2038.80	£1918.80

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BIRMINGHAM HAY MILLS, B25 8DA	0121 771 3433
BOLTON, BL3 6BD	01204 365799
BRADFORD, BD1 3BN	01274 390962
BRISTOL, BS5 9JJ	0117 935 1060
BURTON, DE14 3QZ	01283 564708
CAMBRIDGE, CB4 3HL	01223 322675
CARDIFF, CF24 3DN	02920 465424
CARLISLE, CA1 2LG	01228 591666
CHELTENHAM, GL52 2EH	01242 514402
CHESTER, CH1 3EY	01244 311258
COLCHESTER, CO1 1RE	01206 762831
COVENTRY, CV1 1HT	02476 224227
CROYDON, CR2 6EU	0208 763 0640
DARLINGTON, DL1 1RB	01325 380841
DEAL KENT, CT14 6BQ	01304 373434
DERBY, DE1 2ED	01332 290931
DONCASTER, DN2 4NY	01302 245999
DUNDEE, DD1 3ET	01382 225140
EDINBURGH, EH8 7BR	0131 659 5919
EXETER, EX2 8QG	01392 256744
GATESHEAD, NE8 4XA	0191 493 2520
GLASGOW, G4 9EJ	0141 332 9231
GLOUCESTER, GL1 4HY	01452 417948
GRIMSBY, DN32 9BD	01472 354435
HULL, HU9 1EG	01482 223161
ILFORD, IG2 7HU	0208 518 4286
IPSWICH, IP1 1UZ	01473 221253
LEEDS, LS4 2AS	0113 231 0400
LEICESTER, LE4 6PN	0116 261 0688
LINCOLN, LN5 8HG	01522 543036
LIVERPOOL, L3 5NF	0151 709 4484
LONDON CATFORD, SE6 3ND	0208 695 5684
LONDON EDMTON, N18 020	0208 803 0861
LONDON LEYTON, E10 7EB	0208 558 8284
LUTON, LU4 8JS	01582 728063
MAIDSTONE, ME15 6HE	01622 769572
MANCHESTER, OPENSHAW, M11 1AA	0161 223 8376
MANSFIELD, NG19 7AR	01623 622160
MIDDLESBROUGH, TS17 6BZ	01642 677881
NORWICH, NR2 4LZ	01603 766402
NORTHAMPTON, NN5 5JW	01604 267840
NOTTINGHAM, NG1 1GN	0115 956 1811
PETERBOROUGH, PE1 2PE	01733 311770
PLYMOUTH, PL4 9HY	01752 254050
POOLE, BH14 9HT	01202 717913
PORTSMOUTH, P03 5EF	02392 654777
PRESTON, PR2 6BU	01772 703263
SHEFFIELD, S2 4HJ	0114 258 0831
SIDCUP, DA15 9LU	0208 3042069
SOUTHAMPTON, SO17 3SP	02380 557788
SOUTHEND, SS9 3JJ	01702 483742
STOKE-ON-TRENT, ST1 5EH	01782 287321
SUNDERLAND, SR2 9QF	0191 510 8773
SWANSEA, SA7 9AG	01792 792969
SWINDON, SN1 3AW	01793 491717
TWICKENHAM, TW1 4AW	0208 892 9117
WARRINGTON, WA2 8JP	01925 630937
WIGAN, WN5 9AU	01942 323785
WOLVERHAMPTON, WV4 6EL	01902 494186
WORCESTER, WR1 1JZ	01905 723451

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AUDI Q5
Lowdown on life with posh SUV

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VW TAIGO
What to look for in sleek crossover

BUYING CARS

AS MANUAL SPORTS CARS DIE OUT, DRIVING FUN IS DYING WITH THEM

GEORGE ARMITAGE

Auto Express' content editor believes that, if you enjoy the sensation of driving, now is the time to buy a proper, manual sports car – before it's too late

WHEN I was growing up, the cars that made my heart race weren't necessarily the iconic poster cars. Plenty of young petrolheads were drawn to bright red Ferraris and shrieking Lamborghinis, but my passion was for more humble sports cars. They weren't about lap times or top speed, but shape, noise, balance and feel instead. They made the thought of driving exciting long before I ever held a licence.

Yet along the way, involvement has been replaced by efficiency. Today, gearsticks and clutch pedals have given way to paddles and programming. I can admire these cars, but it's harder to lust after them.

If, like me, you first fell in love with driving because of the sensations – the weight of a manual gearchange, the timing of a downshift and the way a car's chassis moves beneath you – then current new-car showrooms offer little comfort. Luckily, however, the second-hand market still does.

But of course, used sports cars are older, they often have fewer safety systems, and many have led more exciting lives than their adverts admit. They need proper tyres, proper servicing and a patient attitude. But if you're chasing enjoyment rather than numbers, these are a small price to pay.

And you don't need supercar money to get something genuinely special. The sweet spot between £30,000 and £40,000 is where some of the last truly great manual sports cars can be found. These feel more involving and more soulful than many brand-new alternatives. Think Lotus Elise, Porsche Cayman or Boxster, and the manual version of Jaguar's F-Type, if you can find one.

True, none of these cars is perfect, but that is exactly their appeal. They come with compromises in everyday life because they were never designed to take your children to school or carry a weekly supermarket shop. They exist for one purpose, which is to put a smile on your face. They are raw, involving and occasionally awkward, yet they are fun. Modern cars isolate the driver and do everything for you. With these older sports cars, you're part of the experience.

But they're disappearing fast. Porsche has stopped taking orders for the current-generation Cayman and Boxster, which leaves only a handful of brand-new options available with a manual gearbox, such as the Mazda MX-5 and Lotus Emira.

If you have always wanted a proper sports car with three pedals and a heartbeat, now is the time. Find a good used one, look after it, and take every excuse to drive it. Once the manual gearbox fades away, a large part of what made driving magic goes with it.

> "MODERN CARS ISOLATE THE DRIVER. WITH THESE OLDER SPORTS CARS YOU'RE PART OF THE EXPERIENCE"

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

MPG AND RUNNING COSTS

YOU SAID "Servicing costs at the main dealer are high, so I use an independent specialist who cuts the bills more or less in half."

> "My gripe is that no spare wheel is supplied, just a useless can of goo. What's worse is there's nowhere to accommodate one."

INFOTAINMENT AND ELECTRICS

YOU SAID "The best thing about the Q5 is how much tech Audi has been able to cram into it. Most of it is easy to live with because it's intuitive. The infotainment and Virtual Cockpit work brilliantly, although some features are buried in sub-menus."

PRACTICALITY AND SPACE

YOU SAID "When I bought my Q5, my kids were in their early teens and space wasn't an issue. Now they're around six feet tall, and they'd like a bit more head and legroom. On the plus side, there's lots of boot space."

POSITION 42nd

Audi Q5 Mk2

Richard Dredge

WHEN the original Q5 hit British showrooms back in 2008, it proved a massive success, with Audi struggling to keep up with demand. That car was so popular during its eight-year lifespan that buyers were still queuing up to buy one when the Mk2 was unveiled in 2016, before going on sale in 2017.

In late 2024 orders opened for the third-generation Q5, so the fact that the Mk2 appears in our 2025 Driver Power survey, as an obsolete model, is good going, even if it was towards the lower end of the table.

During its lifetime, the Q5 Mk2 was offered with a mix of engines including 2.0-litre and 3.0-litre V6 petrol and diesel units and plug-in hybrids. Add SUV and Sportback (coupé) bodystyles, and there were plenty of variants to choose from. The Q5 Mk2 first appeared in Driver Power in 2019, when it came 37th out of 75; it finished 46th in 2020, then disappeared until this year, so it has a patchy Driver Power history.

High scores in our latest rankings are few and far between, with just two top-10 places: sixth for exterior finish and quality, and seventh for driving pleasure.

The Q5 bags a few rankings in the top 20 though: refinement is 15th, infotainment 17th and acceleration 18th. After this, most categories are ranked in the lower half, with some disappointing scores in there.

The Q5 is rated particularly poorly for child-friendly features and interior storage spaces. Boot space and seating versatility also score badly, and so does every aspect of the running costs, including maintenance and insurance.

DRIVING EXPERIENCE

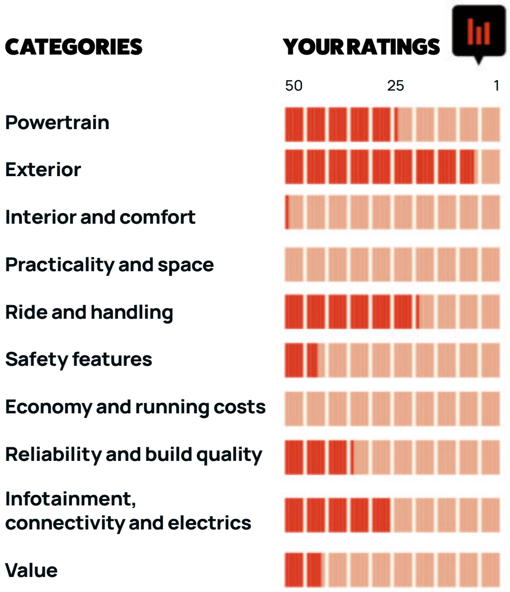
YOU SAID "It's an easy car to drive, with its slick automatic gearbox and reassuring brakes that ensure you're never short of stopping power. For such a big car, my Q5 handles well, but the suspension is on the firm side. On badly surfaced roads it can get uncomfortable, but on motorway journeys it is an effortless car to drive."

INTERIOR AND COMFORT

YOU SAID "It was the Q5's interior that sold the car to me. It feels premium in its design and materials, and the dashboard is easy to understand. I find the seats very comfy, but they're also quite hard, and on longer journeys this can lead to backache."

OVERALL SCORE 83.76%

USED PRICES FROM: £12,000 **YEARS:** 2017 to 2024
CO2: 132-138g/km **FUEL ECONOMY:** 53-56mpg (2.0 TDI)
BEST OPTIONS: Adaptive air suspension, 70-litre fuel tank, panoramic roof, Tech Pack (all model-specific)



DATA BY CATEGORY
Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

YOUR VIEW

Reader comments reflecting how they feel about their car

"The infotainment, engine and gearbox, along with the cabin design, all make the Q5 a brilliant family car."

"The design is superb; my Q5 looks and feels sophisticated, and as a plug-in hybrid it's environmentally friendly."

"The quattro all-wheel drive means there's plenty of grip in grotty weather conditions, which gives me a lot of reassurance."

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

SCAN THE CODE TO TAKE THE SURVEY
Tell us about your car and you could be in with a chance of winning a £1,000 John Lewis voucher

WANT ONE?

Fancy an Audi Q5 Mk2? If so, check out the wide selection of used examples available through Auto Express

USED BUYER'S GUI

FROM £13,000 Based on the T-Roc but with a sportier stance, the Taigo is a

Richard Dredge

IT'S easy to be bewildered by Volkswagen's extensive SUV line-up, which stretches from the T-Cross to the Touareg, with the T-Roc, Tiguan and Tayron along the way. There's a lot to take in – no fewer than 10 models by the time you've included the electric options – but one of the lesser-known offerings is the Taigo, which VW added to its range four years ago.

Essentially a coupé version of the T-Cross, the Taigo is one of VW's smallest SUVs – it's the size of a Polo supermini – and thanks to the brand's pragmatism it's a very appealing small car. Stretched by 150mm over the T-Cross it's derived from, the Taigo offers a roomy cabin and a spacious boot despite having a more rakish back end, plus in terms of affordability and availability it's as accessible as you'd expect a small VW to be. So, is there a catch?

HISTORY

VOLKSWAGEN unveiled the Taigo in July 2021, then four months later it went on sale. There was a choice of Life, Style and R-Line trims, while buyers could pick between 1.0 TSI and 1.5 TSI petrol units; the former came with either 94bhp or 109bhp, while the latter had 148bhp. The 94bhp engine was offered only with a five-speed manual gearbox, the 109bhp unit was available with six-speed manual or seven-speed dual-clutch automatic (DSG) transmissions, and the 1.5 TSI came in DSG form only; all were front-wheel drive with no four-wheel-drive option.

Since the Taigo's arrival four years ago, there's been no facelift, although we expect one to be announced imminently; we scooped an updated car being tested back in February 2025, so it can't be far away from showrooms now.

WHICH SHOULD I BUY?

THE entry-level 94bhp engine offers a reasonable level of performance, but we'd aim for the 109bhp 1.0 TSI, which was uprated to 114bhp after a couple of years. The 1.5 TSI is significantly more rapid and makes even lighter work of long-distance drives, but the high-powered 1.0-litre engine is fine. Life is the entry-level trim, but it's still well equipped. The R-Line is the sportier-looking option but it has the same equipment as the Life; the range-topper is Style.

All Taigos come with LED lighting front and rear. Buy a Taigo Style and it'll have matrix LED headlights, as well. Other standard kit on the Life and R-Line includes digital instruments, a 6.5-inch touchscreen, adaptive cruise control, front and rear parking sensors, Park Assist and 16-inch alloy wheels. The Style has an eight-inch touchscreen, 17-inch wheels, ambient lighting and heated front seats, which also feature in the R-Line's standard equipment, along with a choice of driving modes.

PRICES

THERE are lots of used Taigos for sale, generally priced from £13k, although a few are a bit cheaper because they've done close to 100,000 miles. You can buy an early 40,000-mile Taigo for just £13,500; it'll be a 1.0 TSI Life for this money, but that's no hardship. This trim and R-Line are equally popular, with Style by far the least common, but if you fancy the range-topping model you'll have to splash out at least £16,000. About one in eight Taigos has the auto-only 1.5 TSI engine and these are priced from £18,000 for a 30,000-mile R-Line on a 22-plate. There are plenty of 1.0 TSI DSGs around if you fancy an auto – from £15,000 for a 30,000-mile Life on a 22-plate.

✓CHECKLIST

IN THE BLACK

The Taigo Black Edition arrived in July 2024. Sitting above the R-Line in the range and costing £500 more, it came with 18-inch alloy wheels, a bodykit, matrix LED headlights and heated front seats.

ON THE PULL

Not many people buy cars this small to tow, but you can do just that with the Taigo. Buy one with the smaller engine and you'll be restricted to 1,100kg, whereas cars with the 1.5 TSI will pull up to 1,200kg.

SCREEN TEST

VW has taken a lot of flack in recent years because of glitches with its infotainment systems. The Taigo can suffer from the screen freezing or being unresponsive; the latest software should fix this.

FADE TO GREY

The black plastic wheelarch and bumper trim can go grey after a while, and squeaks or rattles from the interior aren't unknown, especially in low ambient temperatures.

CABIN
Neat, clean and uncluttered, the Taigo interior is simple, user-friendly and unfussy, with smart, body-coloured dash panels and a central screen

BUY THROUGH AUTO EXPRESS!
Scan the code to view used VW Taigos for sale now

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

ON THE ROAD
There's nothing especially exciting about the way the Taigo drives, but it's capable and sure-footed

> "Thanks to Volkswagen's pragmatism, this is a very appealing small car"

DE Volkswagen Taigo

stylish small SUV that's ideal for young families

STYLING
Taigo is an unusual choice, with a similar footprint to a VW Polo and a sleek, coupé-style roof

RUNNING COSTS

THE Taigo was designed to be cheap to run, and you certainly shouldn't be disappointed on this score. Although the 1.5 TSI editions are in insurance groups 22-24, 1.0 TSI models sit in groups 13-19. All Taigos cost £195 per year to tax, because none is liable for the expensive car tax supplement, and economy won't wilt your wallet. The thirstiest Taigo is the 1.5 TSI DSG, which promises 46mpg, whereas anything with a 1.0 TSI engine can achieve around 50mpg on a run.

Maintenance costs are also pretty manageable. The service schedule is set at every 12 months or 10,000 miles, with an oil and filter change priced at £240; add a new pollen filter and it's £285, while fresh brake fluid every two years costs £89 each time. All Taigo engines have a cambelt that needs to be replaced every 60,000 miles, at a cost of £799.

RECALLS

THERE has been just the one recall for the Taigo so far. That came in June 2025 and affected just a handful of cars made between September 2022 and February 2025. These left the factory with potentially faulty passenger airbags, which could fail to deploy properly, risking injury.

A secondary problem was the gas generator housing disintegrating, leading to the car's occupants being injured by flying debris. If you want to check whether or not a Taigo that you're thinking of buying is subject to an outstanding recall, you can put its VIN into the VW consumer website and it will let you know if any work has been done or is due. The web page, at https://tinyurl.com/4yv3vyyj, will tell you about any models made by the brand within the past 15 years.

RUNNING COSTS
Low insurance groups and decent fuel economy keep Taigo affordable to run

ON THE ROAD

THE driving experience is the weakest part of the Taigo's make-up, according to owners. However, compared with rivals, we reckon the VW stacks up pretty well because it feels light and agile, and delivers decent economy. The steering is pleasant enough and the suspension provides a well judged balance of ride and handling.

The manual gearbox is slick and the DSG alternative shifts cogs smoothly, although it can be slightly hesitant from a standing start. The Taigo doesn't excite, but it's accomplished enough for a supermini-sized SUV and handles safely and predictably.

ALTERNATIVES

THERE are plenty of supermini-sized SUVs, although most don't have a coupé-like profile. The closest rival is VW's own T-Cross, which is much the same car. The toughest adversary is perhaps the Ford Puma, which is great to drive, well equipped, and plentiful.

You should also take a closer took at the Renault Captur, the Citroen C3 Aircross and its cousins, the Peugeot 2008 and Vauxhall Mokka. Other worthwhile buys include the Nissan Juke, Hyundai Bayon, Toyota C-HR, Renault Arkana, MG ZS and Mazda CX-30. Meanwhile, the SEAT Arona and Skoda Kamiq share much with the Taigo and T-Cross, so you may wish to shortlist those as well.

AIRBAG
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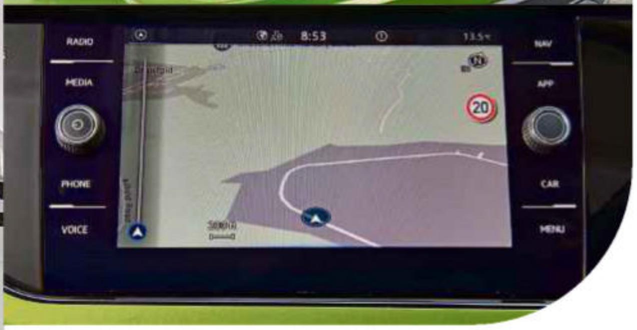
INTERIOR
There's a solid feel to Taigo's controls. The cabin space is generous for the car's size, but rear headroom is limited



PRACTICALITY
Boot floor is flat and load bay is spacious, but the Taigo lacks some of the cabin storage features found in rivals. Its sat-nav and infotainment can be clunky

INTERIOR

IT'S generally good news in here. The instruments are clear, and there's ample space for four adults if those in the back aren't unusually tall. Boot space is good at 440 litres and versatility is aided by a sliding back seat. But some of the cabin materials aren't that great, while the lack of separate switches for the climate control is annoying.

DRIVER POWER

VOLKSWAGEN doesn't tend to excel in our surveys. In our last survey, in 2024, it came 29th out of 32 and in the 2025 New Car survey there were three VWs in the top 50: Polo Mk6 (34th), T-Roc (38th) and Golf Mk8 (49th); the Tiguan Mk2 came 51st. The Taigo hasn't appeared, but the T-Cross came 21st out of 75 in our 2023 survey. The safety features, dash, visibility and infotainment got the thumbs-up, but owners slated the driving experience, refinement and quality.

AEX VERDICT ★★★★☆

THE Taigo is pretty much everything that you'd expect of a Volkswagen, which for most people is a good thing. It's generally well-made and easy to live with, plus it cuts a dash and comes with some impressive engines. Practical and well equipped, it may not be an especially high-profile model within VW's range, but there's a lot to like about the Taigo, even if it won't set your pulse racing. Be thorough with your pre-purchase checks though, ensuring that everything works as it should and that the interior isn't damaged, because as our Driver Power surveys show, some owners have found their VWs to be less bullet-proof than they were expecting.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29985
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33985

500C: add £3000

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36985
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39885

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£43750
2.0T (280) auto Veloce	38.2	5.7	167	34	£48750
2.0T (280) auto Intensa	38.7	5.7	166	34	£53150
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£38650
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£43650
1.5T Hybrid (160) auto Intensa	48.7	8.8	131	29	£48050
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£45500
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£50500
1.3T PHEV (280) auto Intensa Q4	201.8	6.2	32	37	£54900

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£52000
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£57000
2.0T (280) auto AWD Intensa	33.2	5.7	192	30	£61400
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	153	44	£55160
1.8T (300) auto A110 GTS	40.4	4.2	158	44	£69890
1.8T (300) auto A110 R 70	41.5	3.9	155	46	£106490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£210000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	50.4	9.7	127	17	£29725
1.5 TFSI (116) S line	48.7	9.7	133	18	£32105
1.5 TFSI (116) auto Sport	53.3	9.9	121	16	£31275
1.5 TFSI (116) auto S line	50.4	9.9	127	18	£33555
1.5 TFSI (150) Sport	50.4	8.4	128	22	£30780
1.5 TFSI (150) S line	47.9	8.4	134	22	£33160
1.5 TFSI (150) auto Sport	53.3	8.1	121	23	£32285
1.5 TFSI (150) auto S line	50.4	8.1	127	23	£34565
1.5 TFSI e (204) auto Sport	941.6	7.4	7	25	£39290
1.5 TFSI e (204) auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48390
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61525
2.0 TDI (150) auto Sport	57.6	8.1	128	23	£34185
2.0 TDI (150) auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	52.3	9.7	124	18	£30300
1.5 TFSI (116) S line	49.6	9.7	129	18	£32580
1.5 TFSI (116) auto Sport	54.3	9.9	119	17	£31850
1.5 TFSI (116) auto S line	52.3	9.9	123	18	£34130
1.5 TFSI (150) Sport	51.4	8.4	125	22	£31300
1.5 TFSI (150) S line	49.6	8.4	130	22	£33580
1.5 TFSI (150) auto Sport	54.3	8.1	119	23	£32850
1.5 TFSI (150) auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48400
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62525
2.0 TDI (150) auto Sport	58.9	8.1	125	24	£34750
2.0 TDI (150) auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
2.0 TFSI e (299) quat auto Technik	141.9	5.9	45	39	£48950
2.0 TFSI e (299) quattro auto Sport	138.8	5.9	46	39	£50950
2.0 TFSI e (299) quattro auto S line	139.3	5.9	46	40	£53600
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£69825
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
2.0 TFSI e (299) quat auto Technik	136.3	5.9	47	39	£50850
2.0 TFSI e (299) quattro auto Sport	134.4	5.9	48	39	£52850
2.0 TFSI e (299) quattro auto S line	132.0	5.9	49	40	£55500
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£71725
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	40.4	8.2	159	31	£50560
2.0 TFSI (204) auto S line	40.0	8.2	160	32	£53360
2.0 TFSI e (299) quattro auto Sport	128.6	6.0	50	40	£60960
2.0 TFSI e (299) quattro auto S line	129.7	6.0	49	41	£63260
2.0 TDI (204) auto Sport	55.5	6.9	133	36	£54830
2.0 TDI (204) auto S line	54.8	6.9	135	37	£57630

Edition 1: add £4900 to S line

A6 Avant - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	39.5	8.3	162	31	£52510
2.0 TFSI (204) auto S line	39.1	8.3	164	32	£55310
2.0 TFSI e (299) quattro auto Sport	123.0	6.0	52	40	£62930
2.0 TFSI e (299) quattro auto S line	123.4	6.0	52	41	£65230
2.0 TDI (204) auto Sport	54.2	7.0	137	36	£56780
2.0 TDI (204) auto S line	53.4	7.0	139	37	£59580

Edition 1: add £4900 to S line

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62540
83kWh (326) auto S line	383	6.0	0	43	£66040
100kWh (380) auto Sport perf	464	5.4	0	44	£68810
100kWh (380) auto S line perf	463	5.4	0	44	£72310
100kWh (462) quattro auto Sport	440	4.5	0	48	£73910
100kWh (462) quattro auto S line	439	4.5	0	50	£77410
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97540

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64340
83kWh (326) auto S line	362	6.0	0	43	£67840
100kWh (380) auto Sport perf	437	5.4	0	44	£70610
100kWh (380) auto S line perf	436	5.4	0	44	£74110
100kWh (462) quattro auto Sport	418	4.5	0	48	£75710
100kWh (462) quattro auto S line	415	4.5	0	50	£79210
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99340

Edition 1: add £5000 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (584) quattro auto	386	4.2	0	50	£88555
105kWh (680) quattro auto S	375	3.6	0	50	£107825
105kWh (857) quattro auto RS	368	3.1	0	50	£126425
105kWh (857) quat at RS Carbon Bl	369	3.1	0	50	£138925
105kWh (925) quattro at RS perf	365	2.9	0	50	£142925
105kWh (925) quat at RS perf Carbon	365	2.9	0	50	£155425

Vorsprung: add £22900 to S, add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94480
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98480
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£118285
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£85710
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£89710

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4531x2087mm (inc mirrors)
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (150) auto Sport	46.5	9.1	138	N/A	£38300
1.5 TFSI (150) auto S line	45.4	9.1	142	N/A	£41100
1.5 e-Hybrid (272) auto Sport	161.9	6.8	40	N/A	£45800
1.5 e-Hybrid (272) auto S line	152.6	6.8	42	N/A	£48600
2.0 TFSI (204) quattro auto Sport	36.1	7.1	178	N/A	£42000
2.0 TFSI (204) quattro auto S line	35.4	7.1	181	N/A	£44800
2.0 TFSI (265) quattro auto S line	33.1	5.7	194	N/A	£48900
2.0 TDI (150) auto Sport	52.7	9.2	140	N/A	£40000
2.0 TDI (150) auto S line	51.6	9.2	143	N/A	£42800

Edition 1: add £3550 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36565
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£39735
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£38145
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£41315
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£44655
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£47665
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£39745
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£45755

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	251	8.1	0	32	£46610
82kWh (286) 45 e-tron auto Sport	338	6.6	0	36	£51310
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52740
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57690

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	256	8.1	0	32	£48110
82kWh (286) 45 e-tron auto Sport	347	6.6	0	36	£52810
82kWh (286) 45 e-tron qt at Sport	328	6.6	0	37	£54240
82kWh (340) 55 e-tron qt at Sport	328	5.4	0	39	£59190

S line: add £2550
Black Edition: add £4800

Q5 - 4717x2155mm (inc mirrors)
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.4	7.2	159	37	£50660
2.0 TFSI (204) quattro auto S line	39.4	7.2	163	38	£53260
2.0 e-Hybrid (299) quattro at Sport	111.3	6.2	58	43	£56740
2.0 e-Hybrid (299) quattro at S line	99.6	6.2	64	43	£59340
3.0 V6 TFSI (367) quattro auto SQ5	34.1	4.5	188	45	£75525
2.0 TDI (204) quattro auto Sport	47.0	7.4	158	38	£52310
2.0 TDI (204) quattro auto S line	45.9	7.4	162	39	£54910

Edition 1: add £4200 to S line

Q5 Sportback - 4717x2155mm (inc mirrors)
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.3	7.2	159	37	£53160
2.0 TFSI (204) quattro auto S line	39.5	7.2	162	38	£55760
2.0 e-Hybrid (299) quattro at Sport	110.9	6.2	58	43	£59240
2.0 e-Hybrid (299) quattro at S line	100.3	6.2	64	43	£61840
3.0 V6 TFSI (367) quattro auto SQ5	34.2	4.5	187	45	£78775
2.0 TDI (204) quattro auto Sport	47.2	7.4	157	38	£54810
2.0 TDI (204) quattro auto S line	46.3	7.4	160	39	£57410

Edition 1: add £4200 to S line

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£60515
83kWh (252) auto S line	300	7.0	0	45	£63515
100kWh (306) auto Sport perf	393	6.7	0	45	£64015
100kWh (306) auto S line perf	361	6.7	0	47	£67015
100kWh (388) quattro auto Sport	382	5.9	0	46	£69515
100kWh (388) quattro auto S line	349	5.9	0	47	£72515
100kWh (490) qt at SQ6 Edition 1	360	4.3	0	50	£92990

Edition 1: add £5000 to S line

Q6 Sportback e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	334	7.0	0	44	£63015
83kWh (252) auto S line	300	7.0	0	45	£66015
100kWh (306) auto Sport perf	406	6.7	0	45	£66515
100kWh (306) auto S line perf	361	6.7	0	47	£69515
100kWh (388) quattro auto Sport	382	5.9	0	46	£72015
100kWh (388) quattro auto S line	349	5.9	0	47	£75015
100kWh (490) qt at SQ6 Edition 1	369	4.3	0	50	£95490

Edition 1: add £5000 to S line

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.6	5.6	233	41	£73850
3.0 V6 TFSI e (394) quattro at S line	219.7	5.7	29	41	£77135
4.0 V8 TFSI (507) qt at SQ7 Black	23.5	4.1	274	50	£97745
3.0 V6 TDI (231) quattro at S line	35.7	7.1	207	41	£70730
3.0 V6 TDI (286) quattro at S line	35.6	6.1	208	43	£73770

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.4	5.6	234	45	£81130
3.0 V6 TFSI e (394) quattro at S line	226.1	5.7	28	41	£84600
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£102740
4.0 V8 TFSI (600) quattro at RS Q8	21.5	3.8	299	50	£125090
4.0 V8 TFSI (640) quat at RS Q8 perf	21.4	3.6	300	50	£140090
3.0 V6 TDI (286) quattro at S line	34.9	6.1	212	47	£79805

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto 120 Sport	52.3	7.8	121	21	£32290
1.5T (170) auto 120 M Sport	52.3	7.8	121	21	£34290
1.5T (218) auto 123 xDrive M Sport	47.9	6.3	135	26	£37470
2.0T (300) auto xDrive M135	37.2	4.9	173	29	£44925

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220 M Sport	53.3	7.9	120	27	£36160
1.5T (218) auto 223 xDrive M Sport	47.9	6.4	133	26	£39340
2.0T (300) auto xDrive M235	37.7	4.9	170	36	£45945

3 Series - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	43.5	7.4	147	29	£41310
2.0T (184) auto 320i M Sport	42.8	7.4	148	29	£42560
3.0T (374) auto M340i xDrive	36.2	4.4	177	38	£62080
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£89635
2.0T PHEV (292) auto 330e Sport	353.1	5.9	19	34	£47185
2.0T PHEV (292) at 330e M Sport	353.1	5.9	19	34	£48435

3 Series Touring - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	41.5	7.6	153	29	£43930
2.0T (184) auto 320i M Sport	41.5	7.6	153	29	£45180
3.0T (374) auto M340i xDrive	34.9	4.6	182	38	£63880
3.0TT (530) at M3 Comp xDrive	27.4	3.6	233	41	£91865
3.0TT (551) auto M3 CS	26.9	3.5	238	47	£126275
2.0T PHEV (292) auto 330e Sport	313.9	6.0	20	34	£48985
2.0T PHEV (292) at 330e M Sport	313.9	6.0	20	34	£50235

4 Series Gran Coupe - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) at 420i M Sport	42.2	7.9	152	29	£46915
3.0T (374) auto M440i xDrive	34.4	4.7	186	38	£63780

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	319	6.0	0	38	£51370
70.2kWh (286) at eDriv35 M Sport	310	6.0	0	38	£52870
80.7kWh (340) at eDrive40 Sport	380	5.6	0	35	£59465
80.7kWh (340) at eDriv40 M Sport	370	5.6	0	36	£60965
80.7kWh (601) auto M60 xDrive	338	3.7	0	43	£71000

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	131	35	£52285
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59655
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76805
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111605

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	46.3	7.8	139	35	£54535
2.0T (299) auto 530e M Sport	403.5	6.4	16	39	£61905
3.0T (489) at 550e xDrive M Sport	313.9	4.4	19	44	£79055
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113605

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67795
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74205
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97845

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£70045
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76455
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£100095

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105710
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110210
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121285

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101865
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106365
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115835
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120335
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164420

Pro: add £20445 to Excellence, add £23195 to M Sport

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£35360
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£38295
2.0T PHEV (245) at 225e xDrv Spt	313.9	6.7	21	27	£40270
2.0T PHEV (326) at 230e xDr M Sp	313.9	5.5	21	33	£46880

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

iX3 - 4782x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
113kWh (469) auto xDrive50	493	4.9	0	N/A	£58755
113kWh (469) at xDrive50 M Sport	492	4.9	0	N/A	£61255

M Sport Pro: add £1500 to M Sport

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£39070
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43405
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£50060
3.0TT (480) M2	28.2	4.2	227	42	£68795
3.0TT (480) auto M2	29.1	4.0	219	42	£68795
3.0TT (530) auto M2 CS	28.2	3.8	226	45	£92475

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin Surf - 3990x1720mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
30kWh (88) auto Active	137	11.1	0	14	£18650
43.2kWh (88) auto Boost	200	12.1	0	14	£21950
43.2kWh (156) auto Comfort	193	9.1	0	19	£23950

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.4kWh (204) auto Comfort	265	7.0	0	30	£30195
60.4kWh (204) auto Design	265	7.0	0	30	£31695

Atto 2 - 4310x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.1kWh (177) auto Boost	214	7.9	0	30	£30850
64.8kWh (203) auto Comfort	267	7.9	0	32	£34950

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal 6 - 4840x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (184) auto Boost	122.8	8.9	52	28	£33990
1.5 DM-i (212) auto Comfort Lite	188.3	8.5	34	31	£36490
1.5 DM-i (212) auto Comfort	188.3	8.5	34	31	£36990

Touring estate: add £1000

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHANGAN

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Deepal S07 - 4750x1930mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
80kWh (214) auto Ultra	295	7.9	0	45	£39990

CHERY

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Tiggo 7 - 4553x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	40.4	9.4	159	31	£23660
1.6T (147) auto Summit	40.4	9.4	159	31	£26660
1.5T PHEV (204) auto Aspire	343.0	8.5	23	35	£29830
1.5T PHEV (204) auto Summit	343.0	8.5	23	36	£32830

Tiggo 8 - 4725x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	36.2	9.8	177	30	£25940
1.6T (147) auto Summit	36.2	9.8	177	31	£29180
1.5T PHEV (204) auto Aspire	211.0	8.5	31	35	£32660
1.5T PHEV (204) auto Summit	211.0	8.5	31	36	£36380

Tiggo 9 - 4810x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (428) auto Summit	470.8	5.4	31	44	£43105

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	127	24	£18805
1.2 Hybrid (110) auto Plus	56.5	9.8	114	24	£20615
1.2 Hybrid (110) auto Max	56.5	9.8	114	24	£22315
44kWh (113) auto Plus	201	10.4	0	24	£22095
44kWh (113) auto Max	201	10.4	0	24	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£24250
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£26140
1.2 Hybrid (110) auto You!	62.1	10.7	107	16	£23095
1.2 Hybrid (145) auto Plus	62.1	8.0	107	23	£25535
1.2 Hybrid (145) auto Max	62.1	8.0	107	23	£27425
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28650
54kWh (156) auto Max	257	9.2	0	23	£31440

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25535
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£27425
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	15	£21105
1.2 Hybrid (136) auto Plus	57.4	10.1	121	24	£24565
1.2 Hybrid (136) auto Max	57.4	10.1	121	24	£26565
44kWh (113) auto Plus	188	11.7	0	16	£23095
44kWh (113) auto Max	188	11.7	0	16	£25095
54kWh (113) auto Extended Plus	248	13.0	0	15	£24995
54kWh (113) auto Extended Max	249	13.0	0	15	£26995

Seven seats: add £765 to petrols

C5/e-C5 Aircross - 4652x1936mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto You!	43.6	11.2	122	N/A	£30495
1.2 Hybrid (145) auto Plus	43.6	11.2	122	N/A	£33135
1.2 Hybrid (145) auto Max	43.6	11.2	123	N/A	£35775
79.9kWh (210) auto You!	322	8.9	0	N/A	£37630
79.9kWh (210) auto Plus	322	8.9	0	N/A	£27780
79.9kWh (210) auto Max	322	8.9	0	N/A	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32910
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33710
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34850
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£36995
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£38935

No. 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Pallas+	54.3	10.4	117	19	£32200
1.2 Hybrid (145) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas+	323.3	7.4	60	28	£39000
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.4	60	33	£41800
54kWh (155) auto E-Tense Pallas	279	7.1	0	30	£36995
54kWh (155) auto E-Tense Pallas+	279	7.1	0	29	£39160
54kWh (155) auto E-Tense Etoile	278	7.1	0	31	£41860

No. 8 - 4820x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54790
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

Jules Verne: add £5500 to Etoile Long Range

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	18	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	19	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	9.2	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	9.2	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	9.2	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GEELY

Dealers: TBC **Warranty:** 8 yrs/125000 mls

EX5 - 4615x1901mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.2kWh (218) auto SE	267	6.9	0	35	£52645
60.2kWh (218) auto Pro	258	6.9	0	35	£49545
60.2kWh (218) auto Max	255	6.9	0	36	£52805

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

Poer 300 - 5416x1947mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4D (184) auto Lux	33.6	11.0	221	N/A	£37714
2.4D (184) auto Ultra	33.6	11.0	223	N/A	£41049
2.4D (184) auto Vanta	33.6	11.0	223	N/A	£43049

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

Prelude - 4525x1880mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Advance	54.3	8.2	117	N/A	£40995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	21	£23805
49kWh (115) auto 01	229	10.6	0	23	£25055
49kWh (115) auto 02	223	10.6	0	23	£26755
49kWh (115) auto Cross	229	10.6	0	23	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

Ioniq 9 - 5060x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
110kWh (218) auto Premium	385	9.7	0	42	£64995
110kWh (307) auto Ultimate 4WD	376	6.7	0	47	£73495
110kWh (307) at Calligraphy 4WD	376	6.7	0	47	£75795
110kWh (427) at Calligraphy 4WD	372	5.2	0	48	£77595

Six seats: add £1000 to 427 Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£47200
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arctic Trucks AT35 DC	32.5	12.7	241	40	£68326

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 5 - 4380x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (140) auto Pure	41.0	10.2	159	25	£24505
1.6T (140) auto Luxury	41.0	10.2	159	26	£28000
61kWh (207) auto Pure	248	7.7	0	34	£27505
61kWh (207) auto Luxury	248	7.7	0	34	£30505

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	24	£30115
1.6T (147) auto Luxury AWD	35.3	11.8	182	23	£33945
1.5T PHEV (204) auto Luxury	403.0	6.1	23	31	£35165

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

K4 - 4440x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T (113) Pure	49.6	12.2	129	N/A	£25995
1.0T (113) auto Pure	49.6	12.3	129	N/A	£27495
1.0T (113) auto GT-Line	49.6	12.3	130	N/A	£29995
1.0T (113) auto GT-Line S	48.7	12.3	132	N/A	£33995
1.6T (147) auto GT-Line	43.5	9.1	148	N/A	£31295
1.6T (177) auto GT-Line S	42.2	8.4	152	N/A	£36195

EV4 - 4430x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	273	7.5	0	N/A	£34695
81.4kWh (201) auto Air	388	7.7	0	N/A	£37695
81.4kWh (201) auto GT-Line	362	7.9	0	N/A	£39395
81.4kWh (201) auto GT-Line S	362	7.9	0	N/A	£43895

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4540x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (147) Pure	TBC	TBC	160	N/A	£30885
1.6 T-GDi (147) GT-Line	TBC	TBC	160	N/A	£33385
1.6 T-GDi (147) auto GT-Line	TBC	TBC	155	N/A	£35085
1.6 T-GDi (147) auto GT-Line S	TBC	TBC	155	N/A	£40285
1.6 T-GDi HEV (235) auto Pure	TBC	TBC	124	N/A	£34425
1.6 T-GDi HEV (235) auto GT-Line	TBC	TBC	124	N/A	£36215
1.6 T-GDi HEV (235) auto GT Line S	TBC	TBC	124	N/A	£41470
1.6 T-GDi HEV (235) at GT Li S AWD	TBC	TBC	139	N/A	£41470

EV5 - 4610x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81.4kWh (214) auto Air	329	8.4	0	N/A	£39295
81.4kWh (214) auto GT-Line	313	8.4	0	N/A	£42595
81.4kWh (214) auto GT-Line S	313	8.4	0	N/A	£47095

Heat pump: add £900 to GT-Line S

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	25	£15995

B10 - 4515x1873mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto B10	270	8.0	0	32	£31495

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	40	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	27.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£19245
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£21245

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£27245
64kWh (203) auto SE Long Range	281	7.9	0	28	£29745
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32745
77kWh (245) auto Extended Range	323	6.5	0	33	£36745
64kWh (435) auto XPower	239	3.7	0	40	£36745

IM5 - 4931x1960mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (295) auto Standard	304	6.8	0	46	£39450
100kWh (407) auto Long	441	4.9	0	50	£44995
100kWh (751) auto Performance	357	3.2	0	50	£48495

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

IM6 - 4931x1960mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (407) auto Long	388	5.4	0	48	£47995
100kWh (751) auto Performance	313	3.5	0	50	£50995
100kWh (751) auto Launch Edition	313	3.5	0	50	£52995

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465

Sport: add £1300 to Exclusive

Cooper Convertible - 3879x1744mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905

Sport: add £1300 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Micra - 3974x1830mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (122) auto Engage	198	8.0	0	19	£22995
40kWh (122) auto Advance	198	8.0	0	19	£24995
52kWh (150) auto Advance	260	9.0	0	22	£26995
52kWh (150) auto Evolve	260	9.0	0	22	£29865

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 27th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Leaf - 4350x1810mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (218) auto Engage	375	7.6	0	N/A	£35999
75kWh (218) auto Engage+	358	7.6	0	N/A	£36899
75kWh (218) auto Advance	356	7.6	0	N/A	£37999
75kWh (218) auto Evolve	340	7.6	0	N/A	£39999

Qashqai - 4394x1806mm
Euro NCAP: ★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4373x1824mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Knight	31.2	10.1	168	27	£23990
1.6T (147) auto Noble	31.2	10.1	168	28	£27490
61kWh (211) auto Knight	267	7.2	0	33	£33065
61kWh (211) auto Noble	267	7.2	0	33	£34564

Omoda 7 - 4660x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Knight	31.2	7.9	170	N/A	£29915
1.5T PHEV (204) auto Knight	N/A	8.4	23	N/A	£32000
1.5T PHEV (204) auto Noble	N/A	8.4	23	N/A	£35000

Omoda 9 - 4775x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Style	58.2	10.1	114	22	£20495
1.2 PureTech (100) Allure	58.2	10.1	114	21	£25145
1.2 PureTech (100) GT	58.2	10.1	121	21	£27295
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26950
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£29100
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£30300
50kWh (136) auto Allure	219	8.1	0	28	£30150
50kWh (136) auto GT	219	8.1	0	31	£32300
51kWh (156) auto Allure	263	8.2	0	28	£30950
51kWh (156) auto GT	261	8.2	0	31	£33100

GT Premium: add £1500 to GT, add £1800 to GT EVs

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	62.6	9.3	110	22	£29995
1.2T Hybrid (145) auto GT	62.6	9.3	111	22	£32095
1.6 PHEV (195) auto Allure	148.1	7.9	50	28	£35095
1.6 PHEV (195) auto GT	148.1	7.9	51	29	£37195
54kWh (156) auto Allure	267	9.8	0	26	£30995
54kWh (156) auto GT	267	9.8	0	26	£32995

308 SW: add £1200, **GT Premium:** add £1300 to GT

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35565
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38885
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£36710
58kWh (210) auto GT	280	7.6	0	34	£38605

GT Premium: add £3230

e-Rifter - 4405-4755x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (136) auto Allure	199	11.3	0	22	£32350
52kWh (136) auto GT	199	11.3	0	22	£35295
52kWh (136) auto Allure Long	199	11.3	0	23	£33250
52kWh (136) auto GT Long	199	11.3	0	23	£36195

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Combi	217	14.3	0	38	£36990
75kWh (136) auto Active	217	14.3	0	38	£42595
75kWh (136) auto Combi Long	217	14.3	0	40	£37890
75kWh (136) auto Active Long	217	14.3	0	40	£43495

Allure: add £5325 to Active

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	52.7	10.8	129	16	£29240
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£32095
1.2 Hybrid (145) auto Allure	62.1	8.3	112	23	£32870
54kWh (156) auto Allure	247	9.1	0	26	£35400

GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	52.5	10.2	121	22	£37790
1.6 PHEV (195) auto Allure	356.2	7.8	55	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£46060
73kWh (325) at Dual Motor GT Prem	306	6.5	0	42	£54590
97kWh (230) auto Allure	435	8.7	0	34	£48760

GT: add £2950-£3530 to Allure,
GT Premium: add £2150 to GT

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£40470
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43360
73kWh (210) auto Allure	310	9.7	0	33	£48560
73kWh (325) at Dual Motor GT Prem	291	6.0	0	40	£57290
97kWh (230) auto Allure	414	9.6	0	35	£51260

GT: add £2950-£3530 to Allure,
GT Premium: add £2150 to GT

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200

Sport Turismo: add £1000 (not Turbo GT/Turbo GT Weissach)

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600

GT3 Touring: same price as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Techno Comfort	285	7.5	0	26	£32495
60kWh (220) at Techno Esprit Alpine	282	7.5	0	25	£34995
60kWh (220) at Iconic Esprit Alpine	281	7.5	0	26	£36995

4 E-Tech - 4144x1808mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	247	8.2	0	28	£26995
52kWh (150) auto Techno	244	8.2	0	27	£28995
52kWh (150) auto Iconic	243	8.2	0	28	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23995
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 TCe (140) auto Techno	47.9	11.2	133	16	£27395
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87kWh (220) auto Techno	379	7.9	0	32	£37195
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pure	193	6.7	0	30	£29960
49kWh (272) auto Pro	193	6.7	0	30	£32960
66kWh (272) auto Pro+	261	6.7	0	30	£36960
66kWh (272) auto Premium	273	6.7	0	31	£39660
66kWh (428) auto Brabus	248	3.9	0	37	£44960

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£33960
66kWh (272) auto Pro+	270	5.8	0	34	£37960
66kWh (272) auto Premium	283	5.8	0	36	£40660
66kWh (272) auto Anniversary Ed	283	5.8	0	36	£40960
66kWh (428) auto Brabus	258	3.7	0	41	£46460

#5 - 4695x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
76kWh (340) auto Pro	288	6.9	0	41	£39800
100kWh (363) auto Pro+	366	6.5	0	42	£43800
100kWh (363) auto Premium	366	6.5	0	43	£47300
100kWh (588) auto Pulse	335	4.9	0	44	£47300
100kWh (588) auto Summit Edition	335	4.9	0	45	£48800
100kWh (646) auto Brabus	335	3.8	0	46	£51800

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

e Vitara - 4275x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (144) auto Motion	213	9.6	0	20	£26249
61kWh (174) auto Motion	264	8.7	0	23	£29249
61kWh (174) auto Ultra	264	8.7	0	23	£30449
61kWh (183) auto Motion 4x4	245	7.4	0	27	£31249
61kWh (183) auto Ultra 4x4	245	7.4	0	28	£34049

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3776x1740mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	76.4	9.2	87	N/A	£21595
1.5 VVT-i Hybrid (116) auto Design	76.4	9.2	87	N/A	£23695
1.5 VVT-i Hybrid (116) auto Excel	76.4	9.2	87	N/A	£26045
1.5 VVT-i Hybrid (116) auto GR Sport	76.4	9.2	87	N/A	£26895

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	68.9	9.7	92	13	£23445
1.5 VVT-i Hybrid (116) auto Design	68.9	9.7	91	14	£24495
1.5 VVT-i Hybrid (130) auto Excel	67.3	9.2	95	16	£28195
1.5 VVT-i Hybrid (130) auto GR Sport	67.3	9.2	96	15	£29645

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (276) GR Yaris	32.5	5.2	197	43	£46045
1.6T (276) auto GR Yaris	29.7	N/A	215	43	£47545
1.6T (276) GR Yaris Ogier/Rovanpera	32.5	5.2	197	44	£61750

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30795
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32445
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33745
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34545
2.0 VVT-i Hybrid (178) auto Icon	64.2	7.4	101	21	£32595
2.0 VVT-i Hybrid (178) auto Design	62.8	7.4	105	21	£34195
2.0 VVT-i Hybrid (178) at GR Sport	61.4	7.4	106	21	£35495
2.0 VVT-i Hybrid (178) auto Excel	61.4	7.4	106	22	£36295

Touring Sports estate: add £1350

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37895
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39995

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Short	160	11.2	0	18	£31995
50kWh (136) auto Design Short	160	11.2	0	19	£36595
50kWh (136) auto Icon Long	160	11.2	0	19	£33245

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45895
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49395
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46595
75kWh (136) at Design Prem Lng 8st	143	12.1	0	N/A	£53895
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55995

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	101	11	£26495
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	103	12	£28295
1.5 VVT-i Hybrid (130) auto Design	62.8	10.7	102	14	£28595
1.5 VVT-i Hybrid (130) auto Excel	62.8	10.7	109	14	£32045
1.5 VVT-i Hybrid (130) at GR Sport	62.8	10.7	109	14	£32245
1.5 VVT-i Hyb (130) at AWD Excel	55.4	11.3	115	14	£34445

Urban Cruiser - 4285x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (144) auto Icon	213	9.6	0	N/A	£29995
61kWh (174) auto Design	264	8.7	0	N/A	£33495
61kWh (174) at AWD Excel	264	8.7	0	N/A	£35745

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31645
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£35045
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38745
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£41245
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39340
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£43095
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£44045

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
57.7kWh (167) auto Icon FWD	275	8.6	0	32	£39995
73.1kWh (224) auto Design FWD	352	7.4	0	36	£45795
73.1kWh (343) auto Excel AWD	292	5.1	0	41	£51545

Excel: add £3200 to Design FWD

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£45395
2.5 VVT-i PHV (306) at GR Spt AWD	282.4	6.0	22	37	£50245

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	282	49	£80740

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	248	45	£44195
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	250	45	£48245
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£45345
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	265	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£76150

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (110) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (110) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (145) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (145) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (145) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (145) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (145) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (145) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (145) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21470
1.0 TSI (95) Life	55.2	10.8	116	8	£22410
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24810
1.0 TSI (95) Edition 50	51.7	10.8	124	11	£26350
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23845
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27470
1.0 TSI (115) auto Black Edition	50.0	9.8	129	11	£27970
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30740

Match: add £690 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.6	9.9	121	17	£28150
1.5 TSI (115) Match	52.8	9.9	122	17	£28325
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	52.0	8.6	124	21	£29465
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31490
1.5 eTSI (150) auto Match	54.9	8.4	117	22	£31065
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£33090
1.5 TSI PHEV (204) auto Match	1084.1	7.2	6	26	£36420
1.5 TSI PHEV (272) auto GTE	863.2	6.6	8	30	£40140
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40875
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£43215
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£45800
2.0 TDI (115) Match	64.6	10.2	115	19	£30120
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34890

Estate: add £1350 (not PHEV/GTI)
Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30860
58kWh (204) auto Pro Essential	269	7.6	0	26	£35740
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39230
79kWh (326) auto GTX Performance	369	5.7	0	34	£46325

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	52.6	9.2	122	25	£39950
1.5 eTSI (150) auto Elegance	52.3	9.2	123	26	£43045
1.5 eTSI (150) auto R-Line	50.9	9.2	126	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47715
1.5 TSI PHEV (204) auto Life	904.6	8.1	7	30	£44555
1.5 TSI PHEV (204) auto Elegance	882.5	8.1	7	32	£47650
1.5 TSI PHEV (204) auto R-Line	789.5	8.1	8	32	£48900
1.5 TSI PHEV (272) auto Elegance	853.3	7.1	8	34	£50370
1.5 TSI PHEV (272) auto R-Line	760.9	7.1	8	34	£51420

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	380	6.5	0	38	£51005
86kWh (286) auto Pro S Match Plus	433	6.6	0	39	£54490
86kWh (340) auto 4MOTION GTX+	364	5.4	0	41	£59110

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	372	6.6	0	38	£51795
86kWh (286) auto Pro S Match Plus	422	6.7	0	38	£55280
86kWh (340) auto 4MOTION GTX+	357	5.5	0	41	£59900

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59135
79kWh (286) auto Style SWB	277	7.6	0	40	£63935
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67535
86kWh (286) auto Life LWB	293	7.9	0	37	£59645
86kWh (286) auto Style LWB	286	7.9	0	40	£64445
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£68045

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£29113
1.5 TSI (116) California SWB	42.2	11.9	153	8	£36215
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£35129
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£38447
2.0 TDI (102) SWB	53.3	13.5	140	9	£30757
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£33655
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£34303
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£37201
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI PHEV (245) at 4MOT Life	353.1	9.0	19	36	£54525
1.5 TSI PHEV (245) at 4MOT Style	313.9	9.0	19	36	£65385
1.5 TSI PHEV (245) at 4MT Life Long	313.9	9.0	19	37	£56001
1.5 TSI PHEV (245) at 4MT Styl Long	313.9	9.0	20	37	£66825
2.0 TSI (204) auto Style	31.7	9.0	202	26	£66925
2.0 TSI (204) auto Style Long	31.7	9.0	203	27	£66925
2.0 TDI (150) auto Life	43.5	11.6	172	26	£49913
2.0 TDI (150) auto Style	43.5	11.6	171	30	£61411
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£51371
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£62869

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (163) auto 600 3.5t	26.2	N/A	285	N/A	£84151
2.0 TDI (163) auto 600 3.88t	25.9	N/A	286	N/A	£84820
2.0 TDI (163) auto 680 3.88t	25.9	N/A	287	N/A	£86896
2.0 TDI (163) auto 4MOT 680 3.88t	N/A	N/A	N/A	N/A	£94840

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	53.2	11.1	121	12	£24770
1.0 TSI (115) Life	53.0	9.9	121	14	£25605
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£27200
1.0 TSI (115) auto Style	50.4	10.2	128	14	£30140
1.0 TSI (115) auto R-Line	50.5	10.2	127	14	£31095
1.5 TSI (150) auto R-Line	48.8	8.2	132	22	£32640

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.5	11.3	125	9	£25425
1.0 TSI (115) Life	51.5	10.1	125	10	£26270
1.0 TSI (115) Style	50.5	10.1	127	10	£29080
1.0 TSI (115) R-Line	50.6	10.1	127	10	£29965
1.0 TSI (115) auto Life	49.7	10.3	129	10	£27880
1.0 TSI (115) auto Style	49.0	10.3	131	10	£30790
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£31765
1.5 TSI (150) auto Style	47.2	8.4	136	16	£32240
1.5 TSI (150) auto R-Line	47.4	8.4	135	16	£33175

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29410
1.5 TSI (150) Life	47.3	8.4	136	17	£30980
1.5 TSI (150) Style	47.4	8.4	136	17	£33900
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32720
1.5 TSI (150) auto Style	46.8	8.3	137	18	£35640
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£45465

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35675
1.5 TSI (150) Style	45.1	10.0	142	19	£37190
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39810
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38890
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41510

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	222	9.0	0	23	£39590
77kWh (286) auto Pro Match	347	6.7	0	33	£44440
77kWh (286) at 4MOTION Pro Match	325	6.6	0	39	£46120
79kWh (340) auto 4MOTION GTX Ed	321	5.4	0	39	£52245

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	227	8.9	0	25	£41090
77kWh (286) auto Pro Match	344	6.7	0	35	£45900
79kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53745

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Life	47.5	10.2	135	18	£37230
1.5 TSI (130) auto Match	47.4	10.2	135	18	£37525
1.5 TSI (150) auto Match	47.6	9.1	135	21	£38325
1.5 TSI (150) auto Elegance	47.7	9.1	135	22	£40720
1.5 TSI (150) auto R-Line	45.9	9.1	140	22	£41125
1.5 TSI PHEV (204) auto Match	740.5	8.2	9	27	£42960
1.5 TSI PHEV (204) auto Elegance	751.4	8.2	9	28	£45355
1.5 TSI PHEV (204) auto R-Line	660.5	8.2	10	28	£45760
1.5 TSI PHEV (272) auto R-Line	665.3	7.2	10	31	£48480
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	177	29	£46820
2.0 TSI (265) auto 4MOTION R-Line	33.7	5.9	191	32	£50340
2.0 TDI (150) auto Match	52.1	9.4	142	22	£39515
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41910
2.0 TDI (150) auto R-Line	50.8	9.4	146	23	£42315

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	46.5	9.4	139	25	£40130
1.5 TSI (150) auto Elegance	46.5	9.4	138	25	£42700
1.5 TSI (150) auto R-Line	45.0	9.4	150	25	£43105
1.5 TSI PHEV (204) auto Life	733.1	8.6	9	30	£44015
1.5 TSI PHEV (204) auto Elegance	735.7	8.6	9	30	£46585
1.5 TSI PHEV (204) auto R-Line	634.7	8.6	10	30	£46990
1.5 TSI PHEV (272) auto R-Line	631.5	7.3	10	33	£49710
2.0 TSI (204) auto 4MOTION R-Line	35.6	9.7	180	22	£49150
2.0 TSI (265) auto 4MOTION R-Line	32.9	9.7	195	22	£52320
2.0 TDI (150) auto Life	50.9	9.7	145	22	£41320
2.0 TDI (150) auto Elegance	50.9	9.7	145	22	£43890
2.0 TDI (150) auto R-Line	49.3	9.7	150	22	£44295

Match: add £1300 to Life PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (462) at 4MOT R Final	115.4	5.2	56	49	£81455
3.0 V6 TDI (286) auto 4MOT Final Ed	34.4	6.4	215	45	£72535

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£43030
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£44688
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£53686
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£56836
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£59674
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£60682

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43940
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48390
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£51310
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57760

ES90 - 5000x2054mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
92kWh (333) at Single Motor Plus	401	6.6	0	44	£69760
92kWh (333) at Single Motor Ultra	400	6.6	0	45	£79160
106kWh (449) at Twin Motor Ultra	435	5.4	0	48	£83360
111kWh (680) at Tw Mot Perf Ultra	435	4.0	0	50	£87960

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62410
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70910

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£33060
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35160
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37260
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39860
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43360
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42360
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45860
69kWh (428) auto Twin Motor XC	265	3.4	0	41	£47060

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52410
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54160
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58410
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57660
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61910
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59660
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£46260
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52410
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£48010
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54160
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58410
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57660
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61910
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59610
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36840
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£40090
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45910
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£41240
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£47060

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	37.6	6.5	170	34	£48410
2.0 B5 (250) auto Plus AWD	37.6	6.5	172	34	£53740
2.0 B5 (250) auto Ultra AWD	37.6	6.5	179	34	£62740
2.0 T6 PHEV (350) auto Core AWD	313.4	5.4	22	22	£55360
2.0 T6 PHEV (350) auto Plus AWD	313.4	5.4	22	22	£59860
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68860

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£65450
2.0 B5 (250) auto Plus AWD	32.8	7.3	195	38	£70450
2.0 B6 (250) auto Ultra AWD	32.8	7.3	199	39	£76950
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72760
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77760
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84260

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
104kWh (279) auto Single Plus	380	8.0	0	50	£82660
111kWh (408) auto Twin Motor Plus	385	4.7	0	50	£89560
111kWh (408) at Twin Motor Ultra	375	5.7	0	50	£96360
111kWh (517) at Tw Motor Perf Ult	375	4.7	0	50	£99960

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4758x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.5kWh (251) auto Standard Range	292	6.9	0	N/A	£39990
80.8kWh (296) auto Long Range	326	6.7	0	N/A	£44990
80.8kWh (486) at AWD Performance	317	4.1	0	N/A	£49990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

CRISIS? What crisis? Throughout 2025, there's been much talk about the German auto industry being in trouble. But it's clear that VW will remain the top-selling car brand in Britain, with BMW and Audi also in the top five and Mercedes not far behind.

Seoul-sisters Hyundai-Kia have also enjoyed a highly productive 12 months. But my fear for these non-premium Korean brands is that sales will plateau due to two major problems: high retail prices (top versions of the Ioniq 9 cost almost £78k, and the EV9 is more than £82k) and, er, China. The former can be easily solved with the introduction of affordable price tags. The latter is an incurable problem, because sales of more reasonably priced BYD and Omoda cars are both up by around 500 per cent year on year, and Jaecoo is growing at an even more dramatic rate.

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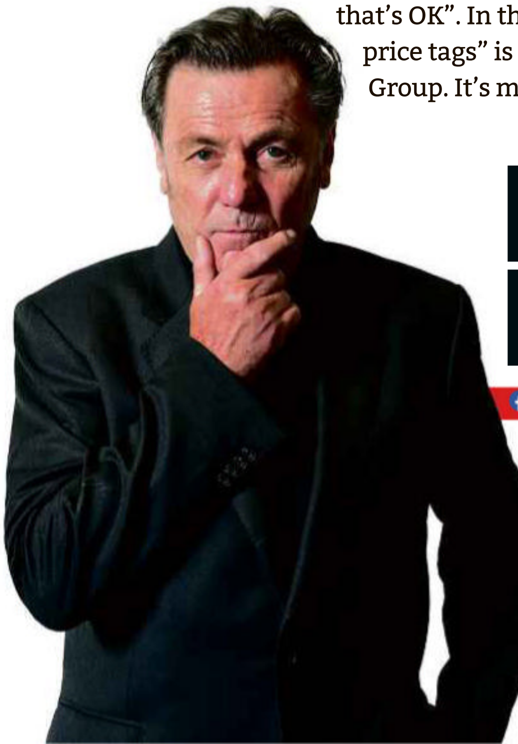
The entirely foreign-owned mainstream motor industry in Britain is hanging on in there with Nissan taking over from Jaguar Land Rover as the UK's number one car maker, while Toyota and BMW-MINI are the only other mass-producers in a Blighty that can ill afford to lose any more factories. Latest figures reveal that UK sales for JLR, Nissan and Toyota are down this year. Conversely, demand for products from Renault, Skoda, Peugeot, Alfa and Cupra, plus others based in mainland Europe, is on the up.

And it's Renault (or the Renault Group) that has impressed me most of late. Deliveries of its much-loved, all-electric R5 and R4 have started in earnest, while Dacia's little Spring EV and large Bigster, with petrol or hybrid power, are also doing well. All are award-winning and bargain-priced. And collectively, this quartet costs about the same as one Hyundai Ioniq 9 or Kia EV9. What's more, the all-new, longer, prettier, more fuel-efficient pure-petrol or hybrid Renault Clio will start at £20,000 (possibly even a tad less) when it arrives in 2027. Or maybe the next-gen Twingo will better suit your driving needs and spending power. Or an even cheaper, prettier Dacia Hipster, perhaps?

Either way, the Renault Group is giving buyers what they want – sensibly priced cars of the pure petrol, part petrol or 100 per cent electric variety. The R5 has topped the UK's EV sales charts on multiple occasions this year. The more spacious R4 costs just £2,000 more. Unbelievably good value.

Renault is second in Europe's hybrid sales charts. Better still, the modest Dacia Sandero was the best-selling car in Europe this year, with the (now outgoing) Renault Clio at No.2 and the Dacia Duster in the Top 10, too. As for its pricier Alpine models, there's a refreshing admission from one senior exec that "they're not for everyone, but that's OK". In this "world of excess" there are too many "giant price tags" is another honest claim from within the Renault Group. It's my Car Company of the Year. And then some.



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